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SESSIONAL PAPERS

VOLUME 10

SECOND SESSION OF THE NINTH PARLIAMENT

OF THE

DOMINION OF CANADA

SESSION 1902

58447
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VOLUME XXXVI

☞See also Numerical List, page 3.

ALPHABETICAL INDEX

OF THE

SESSIONAL PAPERS

OF THE

PARLIAMENT OF CANADA

SECOND SESSION, NINTH PARLIAMENT, 1902.

A

Adulteration of Food 14
Agricultural Implements 72
Agriculture, Annual Report 15
Alien Labour Law 60
American Bank Note Co. 49
Archives, Canadian 18
Auditor General, Annual Report 1

B

Banks, Chartered 6
Belleville Post Office 59
Biology, Canadian 22*a*
Bonds and Securities 44
British Canadian Loan and Investment Co. 55
British Columbia Acts 67

C

Canadian Contingents to South Africa 63, 96
Canadian Pacific Railway:
Appeal to Privy Council 80
Business with Interior Department 70*a*
Increase of Capital Stock 48
Lands sold by 70
Cattle, Canadian 42
Central Experimental Farm 56
Chartered Banks 6
Chinese Immigration 54
Civil Service:
Appointments and Promotions 47
Examiners 31
Insurance 41
List 30
Superannuations 38
Clinton, David 59*c*
Coal Mining in British Columbia 89
Cold Storage on Steamships 101
Commutations of Sentences 93
Coronation of the King 64
Contracts, Railways and Canals 61
Criminal Statistics 17

D

Devlin, C. R. 58
Disallowance of British Columbia Acts 67
Dividends unpaid in Banks 7
Dominion Lands 75, 75*a*
Dominion Police 52

E

Estimates ..... 3 to 5*c*
Ewing, Treadgold & Barwick 81, 81*a*
Exchequer Court 45, 45*a*
Experimental Farms 16

F

Farmer's Farm 56
Farm Land Values 62
Fisheries, Annual Report 22
Fishery Regulations 22*b*
Fishing Bounties 69

G

Geographic Board 21*a*
Geological Survey Report 26
Glasgow Exhibition 87
Governor General's Warrants 37

H

Hamilton and Guelph Mail 59*b*
Harbour Commissioners 23

I

Immigration 68
Indian Act 82
Indian Affairs, Annual Report 27
Inland Revenue, Annual Report 12
Insurance, Abstract 9
Insurance, Annual Report 8
Intercolonial Railway 100
Intercolonial Trade 77
Interior, Annual Report 25
Interior Department Officials 78

J

Japanese Immigration 54
Justice, Annual Report 34

L

Labour, Department of, Annual Report 36
Lake Simcoe 79
Langelier, Hon. F 94
Library of Parliament, Annual Report 33
List of Shipping 21*b*

M

MacKenzie & Mann 98
Mail, Hamilton and Guelph 59*b*
Manitoba Public Lands 83, 83*a*
Marconi's Wireless Telegraph Co. 51, 51*a*
Marine, Annual Report 21
Marine Biological Station 22*a*
Militia and Defence, Annual Report 35
Monument to General Montgomery 91

N

New Brunswick Railways 74
North-west Irrigation Act 76
North-west Mounted Police 28

O

Ontario Subsidies 92
Ottawa Improvement Commission 39
Over-rulings of Treasury Board 43
Oyster Fishing Licenses 99

P

Pan-American Exhibition 86
Paper Manufacturers' Combine 53
Paris Exhibition 57, 57*a*
Police, Dominion 52
Police, North-west Mounted 28
Postmaster General, Annual Report 24
Predaceous Fish 22*b*
Preferential Trade 102
Public Accounts, Annual Report 2
Public Printing and Stationery 32
Public Works, Annual Report 19

Q

Quebec Shoe Workers' Union 90

R

Railway Commissions, &c 20*a*
Railways and Canals, Annual Report 20
Railways and Canals Contracts 61

R

Restigouche Indians 85
Rossland Miners' Union 90*a*
Roy, Adrien 80
Royal Commission, Chinese and Japanese 54
Royal Commission *re* Paper Combine 53

S

Secretary of State, Annual Report 29
Seine Licenses in British Columbia 95
Shareholders in Chartered Banks 6
Shipping, List of 21*b*
Simcoe, Lake 79
Soulanges Canal 71
South African Constabulary, &c 63, 96
Steamship Subsidies 97
St. Vincent de Paul Penitentiary 84, 84*a*
Sugar Imports 73

T

Taylor, Colonel, Report of 89
Therien, H 59*d*
Thomas, Alphonse 59*e*
Timber Limits 88
Trade and Commerce, Annual Report 10
Trade and Navigation, Annual Report 11
Trade Unions 50
Treasury Board Over-rulings 43
Trout Hatching 22*b*

U

Unclaimed Balances in Banks 7
Unforeseen Expenses 40

V

Vegetables from United States 66, 66*a*
Violations of Alien Labour Law 60

W

Warrants, Governor General's 37
Weights, Measures, &c 13
Winnipeg Post Office 59*a*
Wireless Telegraph 51, 51*a*
Wurtele, Hon. Mr 94

Y

Yukon:
Concessions and Leases 65
Ewing, Treadgold & Barwick 81, 81*a*
Ordinances passed by Council 46
Timber Licenses 81*b*

See also Alphabetical Index, page 1.

LIST OF SESSIONAL PAPERS

Arranged in Numerical Order, with their titles at full length; the Dates when Ordered and when presented to the Houses of Parliament; the Name of the Member who moved for each Sessional Paper, and whether it is ordered to be Printed or Not Printed.

CONTENTS OF VOLUME 1.

(This volume is bound in two parts.)

1. Report of the Auditor General for the fiscal year ended 30th June, 1901. Presented 18th February, 1902, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 2.

2. Public Accounts of Canada, for the fiscal year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

3. Estimates of sums required for the services of Canada, for the year ending on the 30th June, 1903, Presented 17th February, 1902, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

4. Supplementary Estimates for the year ending 30th June, 1902. Presented 6th March, 1902, by Hon. W. S. Fielding. ..... *Printed for both distribution and sessional papers.*

5. Further Supplementary Estimates for the year ending 30th June, 1902. Presented 30th April, 1902, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

5a. Supplementary Estimates for the year ending 30th June, 1903. Presented 7th May, 1902, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

5b. Further Supplementary Estimates for the year ending 30th June, 1902. Presented 7th May, 1902, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

5c. Further Supplementary Estimates for the year ending 30th June, 1902. Presented 14th May, 1902, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*

6. List of Shareholders in the Chartered Banks of Canada, as on the 31st December, 1901. Presented 21st April, 1902, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

7. Report of dividends remaining unpaid, unclaimed balances and unpaid drafts and bills of exchange in Chartered Banks of Canada, for five years and upwards, prior to December, 1901. Presented 9th May, 1902, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 3.

8. Report of the Superintendent of Insurance, for the year ended 31st December, 1901.
Printed for both distribution and sessional papers.

9. Abstract of Statements of Insurance Companies in Canada, for the year ended 31st December, 1901. Presented 26th March, 1902, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 4.

10. Report of the Department of Trade and Commerce, for the fiscal year ended 30th June, 1901. Presented 18th February, 1902, by Sir Richard Cartwright.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 5.

11. Tables of the Trade and Navigation of Canada, for the fiscal year ended 30th June, 1901. Presented 18th February, 1902, by Hon. W. Paterson.. *Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 6.

12. Inland Revenues of Canada. Excise, etc., for the fiscal year ended 30th June, 1901. Presented 27th February, 1902, by Hon. W. S. Fielding.....*Printed for both distribution and sessional papers.*

13. Inspection of Weights, Measures, Gas and Electric Light, for the fiscal year ended 30th June, 1901. Presented 27th February, 1902, by Hon. W. S. Fielding.
Printed for both distribution and sessional papers.

14. Report on Adulteration of Food, for the fiscal year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. S. Fielding..... *Printed for both distribution and sessional papers.*

15. Report of the Minister of Agriculture, for the year ended 31st October, 1901. Presented 21st February, 1902, by Hon. S. A. Fisher ..... *Printed for both distribution and sessional papers.*

16. Report of the Directors and Officers of the Experimental Farms, for the year 1901. Presented 8th April, 1902, by Hon. S. A. Fisher.. .....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 7.

17. Criminal Statistics for the year 1901..... *Printed for both distribution and sessional papers.*

18. Report on Canadian Archives, 1901. Presented 23rd April, 1902, by Hon. S. A. Fisher.
Printed for both distribution and sessional papers.

19. Report of the Minister of Public Works, for the fiscal year ended 30th June, 1901. Presented 17th February, 1902, by Hon. J. I. Tarte.....*Printed for both distribution and sessional papers.*

CONTENTS OF VOLUME 8.

20. Annual Report of the Department of Railways and Canals, for the fiscal year ended 30th June, 1901. Presented 19th February, 1902, by Hon. A. G. Blair. *Printed for both distribution and sessional papers.*

20*a*. Reports upon Railway Commissions, Railway Rate Grievances, and Regulative Legislation.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 9.

21. Report of the Department of Marine and Fisheries (Marine), for the fiscal year ended 30th June, 1901. Presented 19th February, 1902, by Hon. J. Sutherland.
Printed for both distribution and sessional papers.

21*a*. Third Annual Report of the Geographic Board of Canada, 1901.
Printed for both distribution and sessional papers.

21*b*. List of Shipping issued by the Department of Marine and Fisheries, being a List of Vessels on the registry books of Canada, on the 31st December, 1901.
Printed for both distribution and sessional papers.

22. Report of the Department of Marine and Fisheries (Fisheries), for the fiscal year ended 30th June, 1901. Presented 26th February, 1902, by Hon. J. Sutherland.
Printed for both distribution and sessional papers.

22*a*. Contributions to Canadian Biology, being studies from the Marine Biological Station of Canada, 1901.
Printed for both distribution and sessional papers.

CONTENTS OF VOLUME 9—*Concluded.*

22. Special Report on the Harbour and Piers at Louisburg, N.S., and Plan of Harbour and Piers at Louisburg, and the Annual Report of Harbour Regulations. *Printed for the use of the Commons and Senate.*

23. Report [illegible] Harbour Commissioners, etc., 1901. *Printed for the use of the Commons and Senate.*

CONTENTS OF VOLUME 10.

24. Report of the Postmaster General for the year ended 30th June, 1901. Presented 13th February, 1902, by Hon. W. Mulock. *Printed for the use of the Commons and Senate.*

25. Annual Report of the Department of the Interior, for the year ended 30th June, 1901. Presented 20th February, 1902, by Hon. C. Sifton. *Printed for the use of the Commons and Senate.*

CONTENTS OF VOLUME 11.

26. Statistical Report of the Geological Survey Department for the calendar year 1901. Presented 4th April, 1902, by Hon. C. Sifton. *Printed for the use of the Commons and Senate.*

27. Annual Report of the Department of Indian Affairs, for the fiscal year ended 31st March, 1901. Presented 20th February, 1902, by Hon. C. Sifton. *Printed for the use of the Commons and Senate.*

CONTENTS OF VOLUME 12.

28. Report of the North-west Mounted Police, 1901. Presented 13th March, 1902, by Hon. W. Paterson. *Printed for the use of the Commons and Senate.*

29. Report of the Secretary of State of Canada, for the year ended 31st December, 1901. Presented 6th February, 1902, by Hon. C. Fitzpatrick. *Printed for the use of the Commons and Senate.*

30. Civil Service List of Canada, 1901. Presented 13th February, 1902, by Hon. C. Fitzpatrick. *Printed for the use of the Commons and Senate.*

31. Report of the Board of Civil Service Examiners, for the year ended 31st December, 1901. Presented 20th March, 1902, by Hon. R. G. Carvell. *Printed for the use of the Commons and Senate.*

32. Annual Report of the Department of Public Printing and Stationery, for the year ended 30th June, 1901. Presented 27th February, 1902, by Hon. C. Fitzpatrick. *Printed for the use of the Commons and Senate.*

33. Report of the Joint Librarians of Parliament, for the year 1901. Presented 13th February, 1902, by the Hon. The Speaker. *Printed for the use of the Commons and Senate.*

34. Report of the Minister of Justice, as to Penitentiaries of Canada, for the year ended 30th June, 1901. Presented 17th February, 1902, by Hon. C. Fitzpatrick. *Printed for the use of the Commons and Senate.*

35. Report of the Department of Militia and Defence of Canada, for the year ended 31st December, 1901. Presented 17th March, 1902, by Hon. F. W. Borden. *Printed for the use of the Commons and Senate.*

CONTENTS OF VOLUME 13.

36. Report of the Department of Indian Affairs, for the year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. Mulock. *Printed for the use of the Commons and Senate.*

37. Statement of Governor General's Warrants issued since the last return to Parliament, as ordered by the House, 1901-02. Presented 6th February, 1902, by Hon. W. S. Fielding. *Not printed.*

38. Statement of all expenditures and liabilities thereunder in the Yukon territory from the year ending 31st December, 1901, showing [illegible] *Printed for the use of the Commons and Senate.*

CONTENTS OF VOLUME 13—*Continued.*

39. Statement of receipts and expenditures of the Ottawa Improvement Commission, for the fiscal year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. S. Fielding ... *Not printed.*

40. Return showing the expenditure on account of unforeseen expenses from the 1st July, 1901, to the 13th February, 1902. Presented 17th February, 1902, by Hon. W. S. Fielding ... *Not printed.*

41. Statement in pursuance of section 17, of the Civil Service Insurance Act, for the fiscal year ended 30th June, 1901. Presented 17th February, 1902, by Hon. W. S. Fielding. ... *Not printed.*

42. Return to an address of the House of Commons, dated 19th February, 1902, for a copy of all papers and correspondence exchanged between Canadian and British authorities, with reference to the embargo imposed by the British government on Canadian cattle. Presented 6th March, 1902. *Mr. Bergeron*. ... *Not printed.*

43. Return of warrants drawn on the treasury board by the controller of the treasury between the commencement of the session of 1901 and the session of 1902. Presented 18th February, 1902, by Hon. W. S. Fielding. ... *Not printed.*

44. Detailed statement of all bonds and securities registered in the department of the secretary of state of Canada, since last return, 11th February, 1901, transmitted to the parliament of Canada under section 23, chapter 19 of the Revised Statutes of Canada. Presented 19th February, 1902, by Hon. C. Fitzpatrick ... *Not printed.*

45. Orders of the Exchequer Court. Presented 19th February, 1902, by Hon. C. Fitzpatrick. *Not printed.*

45a. Rules of the Exchequer Court, pursuant to 52 Victoria, chapter 38, section 2. Presented 19th March, 1902, by Hon. R. G. Carroll. *Not printed.*

46. Ordinances passed by the Yukon council during the year 1901. Presented 19th February, 1902, by Hon. C. Fitzpatrick. ... *Not printed.*

47. Return of the names and salaries of all persons appointed to or promoted in the Civil Service of Canada during the year 1901. Presented 19th February, 1902, by Hon. C. Fitzpatrick. *Not printed.*

48. Copy of a report of the committee of the honourable the privy council, approved by his excellency on the 23rd January, 1902, relative to a proposed increase of the capital stock of the Canadian Pacific Railway Company, by twenty millions of dollars, and correspondence relating thereto. Presented 19th February, 1902, by Sir Wilfrid Laurier. ... *Printed for parliamentary purposes.*

49. Copy of a report of the committee of the honourable the privy council, approved by his excellency on the 1st May, 1901, relating to a contract with the American Bank Note Company and correspondence relating thereto. Presented 20th February, 1902, by Hon. W. S. Fielding. *Printed for parliamentary purposes.*

50. Annual return under section 14 R.S.C., ch. 118, entitled "An Act respecting Trade Unions." Presented 21st February, 1902, by Hon. C. Fitzpatrick. ... *Not printed.*

51. Return to an address of the House of Commons, dated 26th February, 1902, for a copy of the correspondence relating to an agreement made between the government of Canada and the Marconi Wireless Telegraph Company, Limited. Presented 26th February, 1902, by Sir Wilfrid Laurier. *Not printed.*

51a. Memorandum of agreement made the seventeenth day of March, 1902, between Marconi Wireless Telegraph Company, Limited, and the Marconi International Marine Communication Company, Limited, and His Majesty King Edward Seventh, represented herein by the Right Honourable Sir Wilfrid Laurier, G.C.M.G., President of the King's Privy Council for Canada. Presented 5th April, 1902, by Sir Wilfrid Laurier. ... *Printed for parliamentary purposes.*

52. Report of the Canadian Pacific Railway Company's Police Force, for the year 1901. Presented 26th February, 1902, by Hon. C. Fitzpatrick. *Not printed.*

53. Return of Correspondence and other documents in connection with the Royal Commission on the alleged sale of honours, papers, documents and letters. Presented 21st April, 1902, by Hon. W. S. Fielding. ... *Printed for parliamentary purposes.*

54. Report of the Royal Commission on Chinese and Japanese Immigration. Part I. Chinese Immigration. Presented 27th February, 1902, by Sir Wilfrid Laurier. Part II. Japanese Immigration, together with the minutes of evidence taken before the said Commission. Presented 14th April, 1902, by Sir Wilfrid Laurier. ... *Printed for parliamentary purposes.*

CONTENTS OF VOLUME 13 —*Continued.*

55. Statement of the affairs of the Bank of Commerce, Limited, and Incorporated Companies, on the 30th December, 1901. Presented 3rd March, 1902, by the Hon. Mr. Sutherland. No. [illegible]

56. Return to an address of the House of Commons, dated 19th February, 1902, for [illegible] and number of [illegible] from 1900 to 1901 inclusive, the Dominion Experimental Farms Stations, [illegible] to each, the number employed during the year, the number employed during the winter months, the number of [illegible] and the number of [illegible] at each station. The number of [illegible] and the number of [illegible] at each station. Also, a statement of the number of [illegible] and the number of [illegible] at each station. Also, a statement of the number of [illegible] and the number of [illegible] at each station. Also, a statement of the

CONTENTS OF VOLUME 13—*Continued.*

61. Return to an order of the House of Commons, dated 3rd March, 1902, showing:—1. All contracts awarded by the department of railways and canals during the year ending June 30th, 1901, in which the "Current Wages" clause was incorporated, and the amount of such contracts. 2. The number of such contracts in which the schedule of wages was prepared by the fair wages officers. 3. The number of such contracts in which the schedule of wages was prepared by the contractors and accepted by the department. 4. The number of such contracts which were unaccompanied by schedule of wages. 5. The number of contracts awarded by the department of railways and canals which did not contain either the "Current Wages" clause or a schedule of wages. Presented 11th March, 1902. *Mr. Pattee* . . . . . *Not printed.*

62. Report on the trend of farm land values as indicated by the selling price. Presented 11th March, 1902, by Hon. S. A. Fisher.. . . . . *Not printed.*

63. Return to an order of the House of Commons, dated 27th February, 1902, showing:—1. Whether the government or any member thereof, by letter or otherwise, gave any pledge or private assurance that in the selection of officers for the Canadian South African constabulary, which left for South Africa last year, preference would be given to those Canadian officers who have served in South Africa and to other officers of the Canadian militia. 2. What persons, officers or others, applied for commissions in said constabulary. What is the military record of each, either in Canada, South Africa or elsewhere. 3. By what officers were selected and appointed. 4. What is the military record of each. 5. Who of those selected as officers had never before been officers. 6. Whether there were enough applications from officers of the Canadian militia to officer the constabulary, and the reason for them being passed over, and men without qualification, if there were such, selected. 7. How many commissioned officers of the Canadian militia were enlisted in the first and second contingents, in the Royal Canadian Regiment, the Canadian Mounted Infantry, the Royal Canadian Dragoons, and the Canadian Artillery, as such, when recruits as officers and if so, as such. 8. How many non-commissioned officers and men of the permanent corps were enlisted in the corps named in question. How many of these were non-commissioned officers in South Africa. Why were the commissioned officers enlisted in the corps as privates, not given the rank commissioned. Presented 11th March, 1902. *Mr. Meek* . . . . . *Not printed.*

64. Return to an address of the House of Commons, dated 19th February, 1902, for a copy of all papers and correspondence relating to the coronation of his majesty the king; the imperial conference which is to be held in London, and the appointment of Canadian delegates to the same. Presented 11th March, 1902. *Mr. Bourassa*... . . . . *Printed for members' private use.*

65. Return to an address of the House of Commons, dated 19th February, 1902, for:—1. Copies of all applications for any portion of the ground covered by the Matson concession, so called, on Bear No. 9, in the Yukon district. 2. Copies of all applications for any portion of the ground covered by the Doyle concession, so called, in the Yukon district. 3. Copies of all applications for any portion of the ground covered by the Bronson & Ray concession, in the Yukon district. 4. A memorandum, showing the date on which the application in the Bronson & Ray concession was granted. 5. Copy of the application for all lay-overs in all these cases. 6. Copies of orders-in-council or other authority under which the minister of the interior granted any lay-over in these cases; and copy of the material, reports or other evidence upon which such lay-overs were granted. 7. A description of the Boyle concession and a map of same. 8. Copy of the application for Boyle concession. 9. The exact terms of the application in the case of the Milne concession. 10. The date on which said application was made and granted. 11. Map showing ground covered. 12. Description upon application for the Slavin & Gates concession was made and filed. 13. Copy of Gordon's original map, with copy of field notes attached in the case of the Slavin & Gates concession. 14. Copy of telegram from the deputy minister of interior to E. C. Senkler as to the boundaries of this concession, dated on or about the 5th June, 1901. Presented 12th March, 1902. *Mr. Pardee* . . . . . *Not printed.*

66. Return to an order of the House of Commons, dated 20th February, 1902, for a statement in detail showing the quantity of vegetables imported from the United States and entered at the port of Montreal and Toronto during the years 1900 and 1901, respectively, as well as of the amount of duties collected by the government of Canada during the said two years at each one of the said ports. Presented 14th March, 1902. *Mr. Lennox* . . . . . *Not printed.*

66a. Return to an order of the House of Commons, dated 20th February, 1902, for copies of all petitions, resolutions, letters, etc., addressed to the government in relation to the increase on vegetables and the duties in vegetables, and of all replies sent by the government to said resolutions, petitions and letters. Presented 24th March, 1902. *Mr. Lennox* . . . . . *Not printed.*

CONTENTS OF VOLUME 13—*Continued*.

67. Return to an address of the House of Commons, dated 19th February, 1902, for a copy of the papers and correspondence relating to the establishment of chapters 12 and 13 of the Statutes of 1900, respectively entitled "An Act to amend the Railway Act" and "An Act to amend the Railway Act 1888," and "An Act respecting the Canadian Northern Railway Company and Lines Controlled by Canadian Northern." (Sessional Paper No. 178.) March, 1902.—*Mr. Blair*. 3

68. Return to an address of the House of Commons, dated 20th January, 1902, for a statement showing: 1. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the establishment of the latter Court; 2. The number of cases in which the Supreme Court of Canada has reversed the decision of the Exchequer Court; 3. The number of cases in which the Supreme Court of Canada has affirmed the decision of the Exchequer Court; 4. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, and the total amount paid into court in each of said cases, and how much of said amount was paid out to the parties, and how much to the Crown; 5. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 6. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 7. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 8. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 9. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 10. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 11. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 12. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 13. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 14. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 15. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 16. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 17. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 18. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 19. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 20. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 21. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 22. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 23. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 24. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 25. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 26. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 27. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 28. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 29. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 30. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 31. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 32. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 33. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 34. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 35. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 36. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 37. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 38. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 39. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 40. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 41. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 42. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 43. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 44. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 45. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 46. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 47. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 48. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 49. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 50. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 51. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 52. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 53. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 54. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 55. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 56. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 57. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 58. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 59. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 60. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 61. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 62. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 63. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 64. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 65. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 66. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 67. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 68. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 69. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 70. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 71. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 72. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 73. The number of cases appealed from the Exchequer Court to the Supreme Court of Canada since the 1st day of January, 1896, in which the Crown was successful, and the total amount paid into court in each of said cases, and how much was paid out to the parties, and how much to the Crown; 74. 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CONTENTS OF VOLUME 13—*Continued.*

75. Return of orders in council which have been published in the Canada Gazette between 1st January and 31st December, 1901, in connection with the provisions of section 52 of the Dominion Lands Act, chapter 54 of the Revised Statutes of Canada and its amendments. Presented 21st March, 1902, by Hon. W. S. Fielding. *Not printed.*

76. Return of orders in council which have been published in the Canada Gazette between 1st January and 31st December, 1901, in connection with the provisions of section 52 of the Northwest Irrigation Act, chapter 35 of 57-58 Victoria. Presented 21st March, 1902, by Hon. W. S. Fielding. *Not printed.*

77. Return to an address of the House of Commons, dated 19th February, 1902, for copies of all letters, telegrams and other correspondence between the Government of Canada, Australia and New Zealand and any member thereof respecting mail transport from Australia and other portions of the British Empire to Canada. Presented 20th March, 1902. *Mr. Casgrain.* *Printed for distribution.*

78. Return to an order of the House of Commons, dated 19th March, 1902, for a list of the names of all persons who, since the 1st July, 1896, have been appointed to the Inside Service of the Civil Service, with the date of appointment, and their salaries, on the 1st July, 1896; also a similar list as on the 1st July, 1901. Presented 20th March, 1902. *Mr. Lavergne.* *Not printed.*

79. Return to an address of the House of Commons, dated 21st February, 1901, for all papers, correspondence and other information in the custody of the Department of Indian Affairs relating to the claim of the Indians of Lac Seul, Lake of the Woods, for compensation for damages sustained by them through the flooding of their lands. Presented 20th March, 1902. *Mr. McLean.* *Not printed.*

80. Return to an address of the House of Commons, dated 25th February, 1902, for a copy of the report of the chief engineer of the Intercolonial Railway on the accident which occurred on the 3rd December, 1901, at the crossing of the Intercolonial Railway by the Canadian Pacific Railway Company, near Lévis, in which Mr. Vincent Ross, of Quebec, was killed; also, the Canadian Pacific Railway Company's report of the same accident. Presented 20th March, 1902. *Mr. Lavergne.* *Not printed.*

81. Orders in council with respect to the application made by Messrs. Ewing, Treadgold and Barwick, to [illegible] purposes. Presented 8th April, 1902, by Hon. C. Sifton. *Printed for distribution and sessional papers.*

82. Return to an address of the House of Commons, dated 8th April, 1902, for [illegible] documents in connection therewith, correspondence, reports, agreements, documents, and communications in writing, relating to or concerning the granting of concession to A. N. C. Treadgold and others, or to the Hydraulic Mining Syndicate, or to any syndicate or company formed by A. N. C. Treadgold, or any persons, agents, or representatives, in Bonanza, Bear and Hunker Creeks or their tributaries, or elsewhere in the Yukon territory. 2. A statement showing [illegible] A. N. C. Treadgold and [illegible] Mining Syndicate, or any company. Presented 23rd April, 1902. *Mr. Lavergne.* *Printed for distribution and sessional papers.*

83. Return to an address of the House of Commons, dated 8th April, 1902, for [illegible] issued since the 1st January, 1899. 2. The location of such grants. 3. The annual amount payable [illegible] case of the present holder of grant or lease, if transferred. 6. Whether each and every grant was [illegible] Presented 23rd April, 1902. *Mr. Maclean.* *Not printed.*

84. Return to an address of the House of Commons, dated 8th April, 1902, for a copy of the report of the Auditor General for the year ended 30th June, 1901, in connection with the Yukon Territorial Government, as required by section 8, chapter 35, 58-59 Victoria, during the fiscal year ended 30th June, 1901. Presented by Senate 8th April, 1902, by Hon. R. W. Scott. *Not printed.*

85. Return to an address of the Senate, dated 20th February, 1902, for copies of letters, documents, memoranda, or other papers, relating to the transfer, from the federal to the provincial authorities, of the Dominion Government property at Manitou, including [illegible] Manitou, and [illegible] thereof, or any other [illegible] Presented by Senate 10th April, 1902. *Hon. Mr. Dever.* *Printed for distribution and sessional papers.*

CONTENTS OF VOLUME 13—*Continued.*

83. Return to an address of the House of Commons, dated 19th February, 1902, for a copy of all correspondence, petitions, orders in council, and regulations and all documents in connection therewith, relative to proposed legislation, with regard to the sale of land by Messrs. [illegible] to the Government, together with interest accrued thereon. Presented 21st April, 1902. *Mr. [illegible]*

84. Return to an address of the House of Commons, dated 9th April, 1902, for a copy of all correspondence, reports, letters, telegrams, etc., between the department or officers and the Indian agent at St. Vincent de Paul Penitentiary, relating to the lease granted to the present tenant, as well as the by-laws passed respecting the extension and repair of the said market. Presented 21st April, 1902. *Mr. [illegible]*

85. Return to an order of the House of Commons, dated 9th April, 1902, for a copy of all correspondence, letters, telegrams, etc., addressed to the government in regard to the notoriety of Tullis Stanton, jailer of the St. Vincent de Paul Penitentiary, who died on a prison visit 12th September, 1901, and of all documents relating to said matter. Presented 21st April, 1902. *Mr. [illegible]*

86. Return to an order of the House of Commons, dated 9th April, 1902, for a copy of [illegible] Department of Indian Affairs relating to the investigation held into charges preferred against [illegible] Indian Agent, Peace River, together with all documents in connection therewith. Presented 21st April, 1902. *Mr. [illegible]*

87. Report of the Commissioner for Canada at the Pan American Exposition. Presented 22nd April, 1902. *Hon. S. A. Fisher.*

88. Report of the Canadian Commissioner of the Glasgow Exhibition. Presented 22nd April, 1902. *Hon. S. A. Fisher.*

89. Return to an order of the House of Commons, dated 13th March, 1902, showing: 1. The names of every Court, and Judge thereof, that have been deprived of jurisdiction by the provisions of the Territories Act of Manitoba and North-west Territories. 2. The number of Commissioners in each and every part of each Court. 3. Copies of orders by each Court, and copies of appointments of such commissioners appointed. Presented 22nd April, 1902. *Mr. Bergeron.*

90. Return to an order of the House of Commons, dated 9th April, 1902, for a copy of petition dated on or about November 20th, 1901, from the [illegible] Quebec, and Lumber Company to the Minister of Customs, and all documents connected with said petition, and all correspondence relating thereto, and all reports thereon by the officers of the Customs Department, and all correspondence between the Department of Customs and Messrs. Wilson, Cowan, Quebec City, and Mr. E. N. Rexford, Ottawa. Presented 23rd April, 1902. *Mr. Pelletier.*

90a. Return to an order of the House of Commons, dated 9th April, 1902, for copies of correspondence and other documents between the Department of Inland Revenue and officers of the Excise and Masters' Union and other persons, in reference to the alleged resignation of the Excise Inspectors, and the Excise office. Presented 24th May, 1902. *Mr. [illegible]*

91. Return to an address of the House of Commons, dated 14th April, 1902, for [illegible] Presented 24th April, 1902. *Mr. [illegible]*

92. Return to an address of the House of Commons, dated 9th April, 1902, for a statement of the amount paid by the Dominion government to the province of Ontario during the years 1896 and 1901 inclusive, respectively, in each case, for each of said years, showing the amount paid for each of the following purposes, viz.: [illegible] Presented 24th April, 1902. *Mr. [illegible]*

CONTENTS OF VOLUME 13—*Continued.*

93. Return to an order of the House of Commons, dated 26th February, 1902, showing (1st) the number of [illegible] convicted of arson in Manitoba during the years 1899, 1900 and 1901, respectively; 2nd the places where the fires were committed; and the sentences imposed. Presented 1st May, 1902.—*Mr. Mack.* ..... *Not printed.*

94. Return to an address to the Senate, dated 9th April, 1902, for a copy of the orders in council appointing: 1. The Honourable Mr. Wurtele, one of the judges of the court of appeal for the province of Quebec, chairman of the commission for the revision of the statutes of the Dominion of Canada. 2. The Honourable Justice François Langelier, one of the judges of the superior court of the province of Quebec, a judge of the supreme council of the same province, in the room and place of the late Honourable Judge Wurtele. 3. Cancelling the aforesaid appointments; together with any and all correspondence connected with the said appointments and the cancellation thereof. Presented to Senate 2nd May, 1902. *Hon. Mr. Lougheed.* ..... *Not printed.*

95. Return to an address to His Excellency the Governor General, dated 18th April, 1902, praying: 1. That there be laid before this House a copy of the [illegible] Blind Institution for the year 1901. 2. That there be laid before this House a copy of the [illegible] which were received and used in the said Institution during the year 1901. 3. By what authority the said [illegible] were purchased by the parties who supplied them. Presented 6th May, 1902. *Mr. Bell* ..... *Not printed.*

96. Return to an address to His Excellency the Governor General, dated 10th February, 1902, for a copy of all reports and correspondence between the Government of Canada and the [illegible] relative to the granting of the Canadian Pacific Railway Company's charter, the [illegible] the Canadian Pacific Railway Company and the Government of Canada, and the Government of Canada and the Province of British Columbia, and the Government of Canada and the South African contingents, and the sending of Canadian troops to South Africa,—for the three last years. Presented 7th May, 1902. *Mr. Bergeron* ..... *Not printed.*

97. Return to an address to His Excellency the Governor General, dated 31st March, 1902, for a copy of all correspondence between the Government of Canada and the Government of Great Britain, or any other person or persons, relative to the proposed [illegible] Canada to be [illegible] at the Coronation of His Majesty King Edward VII. Presented 9th May, 1902.—*Mr. Smith (Wentworth)* ..... *Not printed.*

98. Copy of the [illegible] in the case of [illegible] Court of Canada, in the matter between William Mackenzie and Donald D. Mann, claimants, and His Majesty the King, defendant. Presented 9th May, 1902, by Hon. C. Fitzpatrick ..... *Not printed.*

99. Return to an address to the House of Commons, dated 9th April, 1902, [illegible] the years 1900 were issued, stating the persons to whom [illegible] the names of the lands granted by the government to the [illegible] And also showing to whom such licenses were issued, and on what dates they were respectively issued, and by whose authority they were issued; and in each instance [illegible] licenses, or any one of them were cancelled; and if so, by whose authority, and on what date, and for what reason cancellations were made [illegible]; and what applications were received and licenses refused during the period they were in force. Presented 9th May, 1902. *Mr. Bergeron [illegible]* ..... *Not printed.*

100. Return to an order of the House of Commons, dated 8th April, 1902, for a statement showing: 1. [illegible] 2. The names, residence and the calling or trade of the employés of the first class. 3. The names, residence and calling or trade of the employés of the second class. 4. The amount [illegible] the first class, and the amount [illegible] the second class. Presented 10th May, 1902. *Mr. [illegible]* ..... *Not printed.*

101. Return to an address to the Senate, dated 23rd April, 1902, for all correspondence, [illegible] the year 1901 between the Government of Canada and any [illegible] of such company, engaged in the transportation of the [illegible] Canada to [illegible] Europe, regarding [illegible] and the [illegible] and the [illegible] and the

CONTENTS OF VOLUME 13—*Concluded*.

maintained during each voyage in the Atlantic Ocean by the Steamships of Companies [illegible] to Canada, [illegible] and [illegible] ; and [illegible] Steamships [illegible] Canada [illegible] Steamships [illegible] Canada [illegible] Steamships [illegible] Canada

REPORT

OF THE

POSTMASTER GENERAL

FOR THE

YEAR ENDED JUNE 30

1901

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1901

To His Excellency the Right Honourable Sir Gilbert John Elliot, Earl of Minto and Viscount Melgund of Melgund, County of Forfar, in the Peerage of the United Kingdom, Baron Minto of Minto, County of Roxburgh, in the Peerage of Great Britain, Baronet of Nova Scotia, Knight Grand Cross of Our Most Distinguished Order of Saint Michael and Saint George, &c., &c., Governor General of Canada.

My Lord:

I have the honour to forward to Your Excellency the accompanying Report of the Post Office Department of the Dominion of Canada, for the year ended June 30, 1901, which is respectfully submitted.

I have the honour to be,

My Lord,

Your Excellency's most obedient servant,

W. MULOCK,

Postmaster General.

Post Office Department,

Ottawa, November 20, 1901.

CONTENTS

OF THE

REPORT OF THE DEPUTY POSTMASTER GENERAL

FOR THE FISCAL YEAR ENDED JUNE 30, 1901

	Page.
Report of the Deputy Postmaster General	vi
Revenue and Expenditure, (exclusive of the Yukon and Atlin Districts	vi
Detail for year ended June 30, 1896, and the revenue, expenditure and deficit for each succeeding year	vi
Number of Post Offices in operation; also estimated number of letters and other articles of mail matter posted	vi
Increase in the number of Post Offices; also in number of ordinary letters, registered letters, packets and merchandise	vi
Mail Service transactions	vi
Railway Mail Service	vi
New services by railway	vi
Changes in existing services	vi
British Imperial Postal Union—list of countries comprising	vi
Postage Stamps—value of output	vi
quantity of output	vii
Postal Notes—issue and payment	ix
number of offices	xvi
paid postal notes received at Department	x
Money Orders—transactions	xvi
New Money Order Convention between Canada and the United States	xvi
Post Office Saving Bank operations	xvii
Dead Letter transactions	xvii
Statement letters posted in the Dominion and unpaid letters sent to the Dead Letter Office	x
Postal Stores—Comparative statement of expenditure years 1899-1900 and 1900-1901	x
	xxii

CONTENTS OF APPENDICES

	Appendix.	
APPENDIX A.		
REVENUE AND EXPENDITURE.		
Statement : Revenue.	A	
" Expenditure . . .	"	1
Revenue and Expenditure, yearly, from Confederation to June 30, 1901	"	
APPENDIX B.		
MAIL TRANSPORTATION.		
By land	B	
Detail of payments in the Kingston Postal Division	"	5 to 10
London, Ont.	"	11 to 2
Manitoba	"	20 to 1
Montreal	"	13 to 5,
New Brunswick	"	8 to 71
Nova Scotia	"	72 to 94
Ottawa	"	95 to 10
P. E. Island	"	106 to 111
Quebec	"	112 to 12
Toronto	"	127 to 14
Vancouver	"	146 to 152
Victoria	"	153 to 15
By steamboats and sailing vessels	"	156 to 158
By railways	"	159 and 160
Payments for mail bags, mail locks, &c	"	161
APPENDIX C.		
MONEY ORDER TRANSACTIONS.		
Analysis of the Money Order business	C	
Transactions between Canada and other countries.	"	4 to 7
General operations in Canada	"	8 and 9
Number of Money Order Offices in operation	"	10
Total number and amount of Money Orders issued	"	
Number of Money Orders issued in each Province	"	10
Total sums received for Money Orders issued in each Province	"	10
Gross sum received from the public for commissions	"	11
Commission allowed to Postmasters other than of city Post Offices	"	11
Net commission accruing to the Department.	"	11
Number and amount of Money Orders issued payable within the Dominion.	"	11
Number and amount of Money Orders drawn on other countries	"	11
Number and amount of Money Orders issued abroad and payable in Canada	"	11
Total Money Orders transactions between Canada and other countries	"	11
Interchange of Money Orders between Canada and other countries and colonies	"	12
Reduction in commission on Canadian Money Orders payable in Canada or the United States.	"	13
Increase in number and amount of Money Order transactions between Canada and the United States as a result of raising maximum to $100, and reduction of commission.	"	13
Comparative statements showing increase in the number and amount of Money Order transactions between Canada and the United States	"	13
Number and amount of Money Orders issued in Canada payable in the United States	"	13
Number and amount of Money Orders issued in the United States payable in Canada	"	14

	Appendix.	Page.
APPENDIX C—*Concluded.*		
MONEY ORDER TRANSACTIONS—*Concluded.*		
Average value of Money Orders issued in Canada and average commission thereon, 1895 to 1901 inclusive	C	14
Annual cost of the Money Order system for year ended June 30, 1901	"	14
Expenditure in connection with Head Office at Ottawa, at Money Order Offices in city Post Offices, and commission paid to country Postmasters	"	14
Statement showing Accounting Offices in operation; gross Postal Revenue; the number and amount of Money Orders issued and paid, and amount of commission thereon; value of Postal Notes paid, and compensation, salary and allowances paid to Postmaster of each office:	"	
In Ontario	"	15 to 36
Quebec	"	37 to 48
Nova Scotia	"	49 to 54
New Brunswick	"	55 to 59
Prince Edward Island	"	60
Manitoba	"	61 to 64
Northwest Territories	"	65 to 67
Yukon	"	67
British Columbia	"	68 to 71
APPENDIX D.		
REVENUE, SALARIES AND ALLOWANCES IN CONNECTION WITH NON-ACCOUNTING POST OFFICES.		
Names of offices alphabetically arranged	D	3 to 142
APPENDIX E.		
POST OFFICE SAVINGS BANK.		
Aggregate balance at credit of depositors; increase for year; average amount at credit of each depositor	E	3
Number of accounts opened and increased during year	"	3
" closed at end of year	"	3
" open and increase at close of year	"	3
Number and amount of deposits	"	3
" repayments	"	3
Interest paid to depositors	"	3
" made principal	"	3
Increase in number of offices receiving deposits	"	3
Claims of moneys of deceased depositors examined and paid	"	3
Statement of Post Office Savings Bank transactions for year ended June 30, 1901, and total amount due to depositors on that date	"	3
Statement of the business of the Post Office Savings Bank, year by year, from April 1, 1868, to June 30, 1901	"	4 and 5
APPENDIX F.		
POSTAL NOTES.		
Statement: revenue derived from commission	F	3
Statement: number of Postal Notes received from American Bank Note Company	"	4
Summary of Postal Notes issued to Postmasters and Notes returned by Postmasters and re-issued	"	5
Statement: number of Postal Notes returned by Postmaster, Notes re-issued and Notes cancelled	"	6
Statement: number and value of paid Postal Notes received; value of Postage Stamps affixed thereto to allow of broken amounts being remitted, and amounts paid in Postage Stamps for extra commission	"	7
Statement: number and value of paid Postal Notes received	"	8

APPENDIX G.

LOSSES SUSTAINED IN COLLECTING THE POSTAL REVENUE AND IN CONNECTION WITH MONEY ORDER AND SAVINGS BANK SYSTEMS.

Statement shewing the nature and amount of losses ..... G.

APPENDIX H.

REPORT OF MISSING REGISTERED LETTERS.—CLASS A.

Abstract—Loss, or loss of, registered letters containing money ..... H

REPORT OF MISSING UNREGISTERED LETTERS.—CLASS B.

Abstract—Loss, or loss of, unregistered letters containing money ..... "
Recapitulation—Classification ..... "

APPENDIX I.

DEAD LETTER BRANCH.

Statement—Letters received at Branch Dead Letter Offices, contents and disposal I
Summary ..... "
Statement—Letters received containing inclosures of value; amount and nature of contents; number of such letters delivered and undelivered ..... "

APPENDIX J.

POSTAGE STAMPS.

Statement—Receipts and issues of Postage Stamps ..... J
Statement—Comparative increase and decrease in issue of Postage Stamps, 1899-1900 and 1900-1901 ..... "

APPENDIX K.

POSTAL STORES.

General summary of payments ..... K
Miscellaneous—Income from sale of new and condemned articles ..... "
Statement of amounts credited in accounts of contractors for old metal bars and label cases ..... "
Statement—
Stock ..... "
Special printing ..... "
Stationery ..... "
Mail bags, mail locks, &c ..... "
Stamping material, scales and weights, &c ..... "
Street letter boxes and miscellaneous articles ..... "
Uniforms for letter carriers, transfer agents, &c ..... "

APPENDIX L.

RAILWAY MAIL SERVICE.

Statement—Salaries of superintendents; railway mail clerks, transfer agents, &c.; excess mileage paid to mail clerks, years 1894-95 to 1900-01, inclusive ..... L.
Number of superintendents, mail clerks, transfer agents, July 1, 1899, to June 1901 ..... "
Comparative statement—Number of railway mail routes and transfer agents with classification, 1896 to 1901, inclusive ..... "
Clerks assisting superintendents in their duties ..... "
Statement—Number and extent of mail contracts, 1897-1898 to 1899-1900, inclusive ..... "

	Appendix.	Page.
APPENDIX L—*Concluded.*		
RAILWAY MAIL SERVICE.		
Table: mis-sent matter	L	4 and
Statements: new services by railway	"	6
Increases in frequency of railway mail services	"	7
Additional railway mail service mileage	"	7
Distance travelled with mails on each railway in Canada	"	8 and 9
Detail of service by postal and baggage car	"	10
Miles of railway in operation: daily service by postal car and daily service by baggage car from June 30, 1895, to June 30, 1901	"	11
Mail service mileage by water, year ended June 30, 1901	"	12

REPORT

OF THE

DEPUTY POSTMASTER GENERAL

1900-1901.

POST-OFFICE DEPARTMENT,
OTTAWA, November 20, 1901.

To the Honourable WM. MULOCK,
Postmaster General.

SIR,—I have the honour to lay before you the several statements comprising the Report of the Post Office Department of Canada for the fiscal year ended June 30, 1901.

The total net revenue of the Post Office from all sources, excluding that from the Yukon and Atlin Districts, shows an excess over the previous year of $237,208.07, and the total gross revenue exceeded that of the previous year by $274,709.48. The expenditure of the department, excluding that of the Yukon and Atlin Districts, exceeds that of the previous year by $191,730.14.

The following statement shows the deficit upon the department's operations for the year ended June 30, 1896, and the revenue, expenditure and deficit for each of the succeeding years:—

Year.	Net Revenue.	Expenditure.	Deficit.
	$ cts.	$ cts.	$ cts.
1896..			281,[illegible]
1897..	3,290,[illegible]8 42	3,[illegible]9,478 41	[illegible]
1898..	3,527,809 69	3,[illegible],411 [illegible]	[illegible]
1899..	3,182,930 92	3,[illegible]8,848 71	[illegible]
1900	3,[illegible]8,284 17	3,[illegible]9,949 91	[illegible]
1901..	3,421,192 19	3,827,[illegible]6 18	[illegible]

The volume of business transacted during the year in the [illegible] classes of mail matter is shown in the statement on the next page.

TABLE showing the number of Post Offices in operation; also estimated number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the Year ended June 30, 1901.

Provinces and Territories.	Number of Offices in operation at end of fiscal year 1901.	Estimated Number of Letters and other Articles of Mail Matter posted in the Dominion of Canada during the year ended June 30, 1901.							
		Letters.	Post Cards.	Registered Letters.	Free Letters.	Number of Transient Newspapers and Periodicals, Books-Packets, Circulars, Samples, Patterns, &c.	Number of Packets of Printers' Copy, Photographs, Deeds, Insurance Policies, &c.	Number of Packets of 4th Class Matter, Ordinary Merchandise open to examination.	Number of closed Parcels for the United Kingdom and other Countries.
Ontario	3,311	96,000,000	17,500,000	2,110,000	1,745,000	22,100,000	2,300,600	2,050,000	18,151
Quebec	1,830	42,000,000	1,330,000	1,060,000	875,000	6,400,000	1,000,000	500,000	8,017
Nova Scotia	1,754	13,900,000	1,500,000	340,000	335,000	1,100,000	240,000	175,000	2,981
New Brunswick	1,217	9,200,000	1,110,000	214,000	211,000	980,000	210,000	140,000	1,471
Prince Edward Island	414	1,850,000	152,000	47,000	42,000	280,000	20,500	18,500	67
British Columbia	375	10,950,000	750,000	286,000	236,000	1,110,000	230,000	95,000	4,827
Manitoba and Territories	933	17,750,000	1,500,000	441,000	395,000	2,500,000	265,000	120,000	3,854
Total	9,834	191,650,000	26,842,000	4,528,000	6,839,000	34,470,000	4,265,500	3,098,500	39,368

This statement shows over the previous year an increase of 727 in the number of Post Offices in operation, and an increase in the number of letters of 13,773,000, or an increase of about 8 per cent.

The increase in the number of registered letters was 5 per cent, and of registered packets and merchandise 5½ per cent over that of the previous year.

MAIL SERVICE.

The following are the leading particulars to be noted in connection with the mail service of the Dominion during the past year :—

Number of contracts let by tender—		
For services previously in operation		413
For new services		32
		445
Aggregate amount paid under all contracts let during the year		$83,470 00
Amount to be paid additional on contracts re-let, estimated for usual term of four years		4,396 36
Mileage travelled on stage routes	15,545,947	
Mileage of previous year	15,085,138	
Increase	460,809	

The following changes were made in the frequency of the mail service of post offices in operation at the beginning of the present fiscal year :—

From monthly to fortnightly, 3 post offices.

From fortnightly to weekly, 1 post office.

From weekly to semi-weekly, 64 offices ; to tri-weekly, 3 offices ; to four times weekly, 2 offices ; to daily, 8 offices.

From semi-weekly to tri-weekly, 59 offices ; to four times weekly, 8 offices ; to daily, 15 offices ;

From tri-weekly to four times weekly, 4 offices ; to daily, 91 offices ; to semi-daily, 2 offices.

From four times weekly to daily, 18 offices.

From daily to semi-daily, 53 offices.

From semi-daily to greater frequency, 16 offices.

RAILWAY MAIL SERVICE.

During the fiscal year 1900-1901, 609·1 miles of additional railway were added for mail purposes, making a total actual mileage over which mails were carried on June 30, 1901, of 16,962·14.

The following statement shows the details of such additional service :—

NEW SERVICES BY RAILWAY.

Railway.	Terminal Points.	Distance. in Miles.	Service.
Canada Atlantic	Pembroke–Locksley Station	6·3	Tri-weekly. B.C.
Canadian Northern	Winnipeg Beaver Mills	151·3	Tri-weekly and semi-weekly. B.C.
" "	Dauphin Grand View	29·3	Semi-weekly. B.C.
Canadian Pacific	Cranbrook–Kimberley	17·8	Tri-weekly. B.C.
" "	Reston Manor	44·7	" "
" "	Minnedosa–Rapid City Jct	18·2	" "
" "	Hamiota–Miniota	20	" "
" "	Deloraine–Waskada	17·2	Semi-weekly "
" "	Winnipeg Arnaud	46·7	Tri-weekly "
" "	Molson–Lac du Bonnet	21·5	Weekly "
" "	Greenwood Midway	9·2	Daily "
" "	Eholt–Phoenix	9·8	" "
Central Ontario	Coe Hill Mines–Bancroft	12	R.P.O.
Great Northern	Grand Mere Jct–Burrill's Siding	8	B.C.
Moncton and Buctouche	Moncton–Buctouche	32	Daily. B.C.
Ottawa, Northern and Western	Extension to Ottawa Central Station	2·7	
Northern Pacific	Portage la Prairie–Beaver	19·2	Semi-weekly. B.C.
Quebec and Lake St. John	Garneau Jct–Grand Mere Jct	4	Daily. B.C.
St. Mary's River	Cardston–Lethbridge	49	Tri-weekly. B.C.
Tilsonburg, L. E. and Pac	Port Burwell–Tilsonburg	20	Daily North and semi-daily South. (Baggage car).
White Pass and Yukon	Lake Bennett–White Horse	70·2	Daily. B.C.
	Total	609·1	

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service :—

Railway.	Terminal Points.	Distance. in Miles.	Particulars.
Canadian Northern	Dauphin–Swan River	101·7	Increased from weekly to semi-weekly.
Canadian Pacific	Brandon–Alameda	130	Increased from tri-weekly to daily.
"	Montreal–Ste. Agathe	63·8	Service changed from B. C. to R. P. O. daily.
"	Dunmore Junction–Macleod	142·2	" "
"	Macleod–Kootenay Landing	251·1	" "
"	Winnipeg–Napinka	220·7	Increased from tri-weekly to four times a week.
"	Winnipeg–Brandon	132·7	Increased baggage car service daily.
"	Portage la Prairie–Minnedosa	78·1	Additional tri-weekly service by B.C.
"	Mattawa–Kippewa	48	Increased from semi-weekly to tri-weekly.
"	Calgary–Strathcona	191·8	Increased one double trip daily by B.C.
"	Winnipeg–Rat Portage	132·8	Additional tri-weekly service one way by B.C.
Grand Trunk	Wingham–Kincardine	28·10	R.P.O. service by trains 31 and 34 extended to Kincardine.
Intercolonial	St. Paschal–Levis	89	B.C. additional weekly service.
"	Montreal–Levis	162·83	Additional service by B.C.—five single trips weekly.
Toronto, Hamilton and Buffalo	Hamilton–Brantford	24·95	Additional daily B.C. service both ways.
" "	Hamilton–Welland	38	" "

NOTE.—In addition to the above were a number of minor increases and changes during the fiscal year on branch lines, which were chiefly of a temporary nature.

The following is a complete list of the countries embraced in what may be called the British Imperial Postal Union, corrected to November 1, 1901.

Aden,
Ascension,
Bahama Islands,
Barbados,
Bermuda
British Central Africa,
British East Africa,
British Guiana,
British Honduras,
British India,
British North Borneo Co.'s Territory (including colony of Labuan).
Canada,
Cape Colony,
Ceylon,
Cyprus,
Falkland Islands,
Fiji,
Gambia,
Gibraltar,
Gold Coast Colony,
Hong Kong,
Jamaica
Johore,
Lagos,
Leeward Islands,
(viz. Antigua, St. Kitts, Nevis, Dominica, Montserrat, and the Virgin Islands),
Malay States (protected),
(viz. Perak, Selangor, Negri Sembilan and Pahang),
Malta,
Mauritius,
Natal,
Newfoundland,
New Zealand,
(including Cook Islands, the Islands of Aitutaki, Niue, Mangaia and other British Islands within the boundaries of the Colony of New Zealand),
Niger Coast Protectorate,
Niger Co.'s Territories,
Orange River Colony,
Sarawak,
Seychelles,
Sierra Leone,
Straits Settlements,
St. Helena,
Tobago,
Transvaal,
Trinidad,
Turk's Islands,
United Kingdom,
Uganda,
Windward Islands,
(viz. Grenada, St. Lucia, St. Vincent, and the Grenadines),
Zanzibar,

POSTAGE STAMPS.

The value of the stamp issue for the fiscal year 1900-1901 shows an apparent increase of $191,451.10 over the preceding fiscal year, the issue for 1899-90 having been $4,209,687.75 and for 1900-01, $4,401,138.85. In a comparison of the two years, however, it should be remembered that, as indicated in the last Report, there were during the fiscal year 1899-1900, 3c. stamps to the value of $123,600 considered as issued so as to permit their surcharge down to 2c. and their transfer from the 3c. stamp column to the 2c. stamp column of the Stock Book, this being necessary for the purpose of account. The 3c. stamps in question formed the unissued remnant of 3c. stamps in the possession of the Department on the occasion of the reduction in the domestic letter rate of postage. The actual increase, therefore, in the value of the export of stamps

for the fiscal year 1900-1901 as compared with its predecessor was $315,051.10. A similar comparison in regard to stamps sold to the public during the year shows an increase of $302,409.05.

The number of pieces issued during the year was 244,616,040, as against 236,358,137 in the previous year, showing an increase of 8,257,903. But in 1899-1900, 3c. stamps to the number of 4,120,000 were included in the output of that year solely with a view to their surcharge down to 2c. and transfer from the 3c. to the 2c. column of the Stock Book, for the purpose of account (they being after their surcharge issued as 2c. stamps); and with respect to the 2 c. Stamp Books (each containing twelve stamps), it should be said that the unit of calculation used in the statement of Issue (*vide* Appendix J) is one book and not a single stamp. Of these books 52,252 (representing 627,024 stamps) were issued in 1899-1900, whilst 322,585 (or 3,871,020 stamps) was the output for the year just closed. Taking those two facts into consideration, the actual increase in the number of pieces issued during 1900-1901 was 15,351,566 over the preceding year. The most noteworthy increases were with reference to the 1 and 2c. stamps, 3,064,700 more of the former and (including contents of stamp books) 11,370,596 of the latter, having been issued than in 1899-1900.

The output of the 1c. post-cards compared with that of the previous fiscal year shows a diminution of 300,500 cards; whilst compared with the issue of the fiscal year 1897-98, the last complete fiscal year under the 3c. letter rate, the decrease is 3,155,168. This result is clearly traceable to the reduction in the domestic letter rate and a more extensive use of the private post card.

The number of licensed stamp vendors in the Dominion on June 30, 1901, was 1,189, being an increase of sixty-seven as compared with the previous year.

The usual detailed statement of receipts and issues of postage stamps, &c., for the fiscal year ended June 30, 1901, together with a comparative statement exhibiting the issues of the fiscal years 1899-1900 and 1900-1901 will be found in Appendix J.

POSTAL NOTES.

The year's transactions in the issue and payment of postal notes continue to show that, as this system of transmitting small sums of money becomes better known, it is growing more popular, and that its establishment was a public necessity.

During the year ended June 30, 1900, the number of paid notes was 769,250, and their aggregate value $1,289,976.47, and for the year ended June 30, 1901, the number of paid notes was 877,599, and the aggregate value $1,459,015.75, an increase of 108,349 in the number of transactions and of $169,039.28 in the amount of money transmitted.

The total number of offices at which postal note business could be transacted was 3,756 on June 30, 1901, an increase of 596 over the number in operation on June 30, 1900.

Statements showing the progress of the business month by month since its commencement will be found in Appendix "F" of this report.

The following statement shows the number of paid postal notes received in the department during the fiscal years ended June 30, 1899, 1900 and 1901.

	1898-1899.	1899-1900.	1900-1901.
July		40,183	46,491
August	2,777	30,730	46,007
September	12,920	42,064	55,012
October	15,168	58,807	66,550
November	28,970	64,900	69,977
December	57,436	75,064	92,036
January	60,313	79,903	96,254
February	53,560	63,212	74,782
March	60,977	74,882	84,269
April	65,320	70,592	83,294
May	60,611	65,498	75,880
June	54,265	68,420	66,500
Totals	471,407	769,250	857,300

MONEY ORDER TRANSACTIONS.

The decrease in the value of the money orders for small sums due to the introduction of the Postal Note System in 1898 which has characterized the operations of this branch of the department since that date while still continuing to some extent has shown during the last year a very vigorous and healthy reaction.

During the year ended June 30, 1901, the total number of orders issued was 1,151,024, being an increase over the previous year of 76,102, thus reducing the decrease in the number of orders issued as compared with the year ended June 30, 1898 (the date on which Postal Note System was introduced) to 13,853, instead of 89,955, for the previous year.

The aggregate value of the orders issued during the year was $17,976,577.87, thus showing an increase over the year ended June 30, 1900 of $1,747,188.51 and an increase over those issued during the years ended June 30, 1899 and 1898 respectively of $1,188,260.46 and $3,137,777.65.

Of the orders issued during the year, 836,700 were payable within the Dominion of Canada and 314,024, were payable in other countries. As compared with the previous year there was an increase of 36,721 with an aggregate value of $1,475,708.14 in the former class and an increase of 39,381 with an aggregate value of $271,480.37 in the latter class.

The number of Money Orders issued abroad and made payable in Canada was 181,442, with an aggregate value of $2,502,845.08

CHANGE IN THE CONDUCT OF MONEY ORDER BUSINESS BETWEEN CANADA AND THE UNITED STATES.

During the year negotiations were entered into between the Post Office Departments of the United States and Canada with the view of simplifying the exchange of Money Orders between the two countries.

The result of these negotiations was the reduction of the commissions on the Money Orders issued by each country on the other to the same rates as those charged for domestic orders. The reduced rates went into effect on April 1, and the amounts charged in Canada are now as follows viz :—

On Orders up to $5	3c.
Over $5 and up to $10	6c.
Over $10 and up to $30	10c.
Over $30 and up to $50	15c.
Over $50 and up to $75	25c.
Over $75 and up to $100	30c.

On the same date the maximum amount of a Money Order was increased from $50 to $100.

The final result of the negotiations was an agreement between the two countries to take effect on July 1, 1901, whereby each country undertakes to pay all orders drawn on it by the other, *without charge*, in the same manner as if the orders were to be paid in the country of issue. This agreement adds to the list, the names of some 30,000 offices in the United States on which Money Orders may be drawn.

The use of Exchange Offices for the certification of advices was discontinued on July 1, and in future such advices will be sent direct from the office of issue to that of payment, thereby effecting a great saving in time.

A new convention in accordance with the agreement arrived at between the two countries has been drawn up and will shortly be executed.

It is expected that the reduced rates of commission and other radical changes which have been made will lead to a rapid extension of the business between the two countries.

POST OFFICE SAVINGS BANK.

The aggregate balance at the credit of depositors on June 30, 1901 was $39,950, 812.62, or an increase of $2,443,356.82 over the largest balance previously reported which was for the year ended June 30, 1900.

At the close of the financial year the opened accounts numbered 157,368, as against 150,987 at the close of the previous year, an increase of 6,381.

The following figures indicate the progress of the Savings Bank Branch :—

	Year ended June 30, 1901.	Increase over year ended June 30, 1900.
Number of deposits	212,217	10,955
Value of deposits	$11,091,099 00	$642,614 00
Interest made principal	1,062,629 93	71,510 93
Number of Savings Banks in operation	895	48

The claims to the moneys of deceased depositors which were examined and paid were 1,223 as compared with 1085 for the previous year.

A tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868, will be found on pages 4 and 5 of Appendix E of the report.

DEAD LETTERS.

The transactions of the Dead Letter Branch of the Department during the year ended June 30, 1901, were as follows:—

Letters originating in Canada returned as undelivered—	
By the British Post Office	18,455
By the United States Post Office	105,582
By British Colonies and Foreign Countries	3,835
Total	127,872
Less registered letters included in above and transferred to registered class	1,444
	126,428
Book packets, &c., &c., received from Foreign Countries	20,870
Total	147,298
Dead letters, circulars, post cards, &c., &c., returned from Canadian Post Offices	767,306
Dead letters registered found to contain value	18,285
Dead letters, circulars, post cards, &c., &c., sent to the Dead* Letter Office for special reason such as insufficient address, non-payment, of postage, &c., &c.	138,122
Total	1,071,011

I have the honour to be, sir,

Your very obedient servant.

R. M. COULTER.

*Of these letters, &c., 7,617 contained articles of value and were registered.

STATEMENT showing the estimated number of letters posted in the Dominion of Canada and the number of unpaid letters sent to the Dead Letter Offices, with their relative proportions during the period from July 1, 1875 to June 30, 1901.

Year.	Estimated number of letters posted in Canada during the year ended June 30.	Number of unpaid letters sent to the Dead Letter Offices during the same period.	Proportion.
1876	41,000,000	114,610	One in 364
1877	41,510,000	97,470	" 425
1878	44,000,000	77,740	" 570
1879	43,900,000	44,020	" 997
1880	45,800,000	41,666	" 1,090
1881	48,170,000	42,123	" 1,143
1882	56,200,000	41,260	" 1,362
1883	62,800,000	41,410	" 1,516
1884	66,100,000	42,319	" 1,562
1885	68,400,000	41,267	" 1,660
1886	71,000,000	44,166	" 1,607
1887	74,300,000	47,553	" 1,562
1888	80,200,000	47,371	" 1,694
1889	92,668,000	48,648	" 1,904
1890	94,100,000	29,041	3,239
1891	97,975,000	27,304	3,581
1892	102,850,000	28,603	" 3,595
1893	106,290,000	28,311	3,754
1894	107,145,000	27,820	" 3,851
1895	107,565,000	27,178	3,957
1896	116,028,000	27,389	4,236
1897	123,830,000	35,590	" 4,839
1898	134,975,000	29,253	4,614
1899	150,375,000	36,253	" 4,147
1900	178,292,500	40,354	4,42
1901	191,650,000	40,361	" 4,748

POSTAL STORES.

COMPARATIVE STATEMENT of Expenditure for the Fiscal Year ended June 30, 1901, and the Fiscal Year ended June 30, 1900

Items of Expenditure.	1900.	1901.	Increase 1901	Decrease 1901
	$ cts.	$ cts.	$ cts.	$ cts.
Inside service—				
Printing	12,354 70	15,743 71	3,389 01	
Stationery	4,604 33	4,471 64		132 69
Total	16,959 03	20,215 35	3,389 01	132 69
Increase, Inside Service			3,256 32	
Outside service—				
Printing	38,808 26	58,531 27	19,723 01	
Stationery	12,211 49	14,891 29	2,679 80	
Total printing and stationery	51,019 75	73,422 56	22,402 81	
Mail bags, mail locks, &c.	29,912 68	33,326 44	3,413 76	
Miscellaneous—Stamping material, scales, letter boxes, letter carriers uniforms, &c.	34,749 55	43,535 59	8,786 04	
Total	115,681 98	150,284 59	34,602 61	
Increase, Outside Service			34,602 61	
Total expenditure—Inside and Outside Service	132,641 01	170,499 94		
Total increase—Inside and Outside Service			37,858 93	

The higher cost of production connected with printing and stationery owing to advance in wages at the Printing Bureau, and to cost of paper, the expansion of the business of the Post Office resulting from the increased facilities afforded the public during the year from which new services arose, the necessity for making provision therefor, together with the normal growth throughout the country generally of post

office transactions, resulted in the increase shown in the foregoing statement, the principal items of which may be summarized as follows:

Increase in cost of production in connection with printing and stationery, based upon estimate furnished by the King's Printer—Wages 12½ p.c., paper 25 p.c.	$ 7,049 00

New Services.

Ontario and Manitoba postal maps		$ 3,800 00
Form M.O. No. 6 P.M. Receipt for Money Order		425 68
Form Rev. 56 P.M. Cash Collected on News papers		411 53
Newspaper and parcel boxes	$ 4,467 75	
Providing and fitting improved receiver, removing, repairing, and re-erecting letter boxes	979 30	
	5,447 05	
		10,084 26

Normal Expansion, Renewal of Stock and New Services.

Printing—Forms, books, envelopes, &c.		$11,285 57
Stationery—Typewriting machines (new)	$ 588 00	
" " supplies	120 09	
	708 09	
Envelopes (for transmitting requisitions, and money in payment for postage stamps and postal notes, and for issue of the same)		453 95
Postal note portfolios		218 10
Twine, $1,164.79; post office baskets, &c., $134.87		1,299 66
Mail bags, new and repaired, &c.		2,763 56
Metal label cases		340 00
Lead seal presses, dies and lead seals for mail bags		310 20
Date stamps and stamping ink		1,697 26
Carriers' tunics, new appointments and 'alternate year' supply		504 46
Carriers' trousers, new appointments		178 25
Fur caps and waterproof coats, 'alternate year' supply		966 57
		20,725 67
		$37,858 93

Detailed statements of the transactions of the Branch during the year are contained in Appendix 'K,' also the balance of stores in stock on June 30, 1900, and on June 30, 1901.

APPENDIX A

REVENUE AND EXPENDITURE

APPENDIX A.

REVENUE.

STATEMENT of the REVENUE of the Post Office Department [illegible] for the year ended June 30, 1901.

	$ c.	$ c.
Balance due by Postmasters on revenue account on June 30, 1900		27,161 61
Postage stamps, postcards, &c., sold		1,340,543 21
Postage on unpaid letters; less claims for matter reforwarded for correspondents and for matter forwarded to Dead Letter Office		10,807 26
Rents of letter boxes and drawers		64,007 90
Commission received on Money Orders		129,398 19
Commission received on Postal Notes		17,717 22
Profit in exchange on Money Order business with other countries		3,153 76
Transit charges on correspondence from other countries		6,686 21
Postage on parcels from other countries		25,533 29
Void Money Orders; that is Money Orders issued between April 1, 1899 and March 31, 1900, payment of which had not been claimed prior to March 31, 1901		2 305 60
Gross Revenue		1,629,523 14
DEDUCTIONS.		
Salaries, forwarding allowances, allowances towards rent, fuel and light, and compensation to Postmasters on Money Order and Postal Note business	1,097,749 27	
Discount to stamp vendors and Postmasters and compensation to messengers for special delivery of letters	23,295 78	
Postage refunded	727 16	
Losses by fire, burglary, &c	1,148 37	
Balance of commission paid to other countries on Money Order business	6,815 95	
Transit charges on correspondence for other countries	11,334 04	
Postage on parcels for other countries	4,097 87	
Cost of drafts on New York	32 10	
Balance due by Postmasters on revenue account on June 30, 1901	27,161 61	
		1,208,330 95
Net Revenue		3,421,192 19
Yukon and Atlin Districts, not included in above		21,075 24

APPENDIX A.—*Continued.*

EXPENDITURE.

STATEMENT of the EXPENDITURE of the Post Office Department of the Dominion of Canada for the year ended June 30, 1901.

PAID BY CHEQUE FROM PARLIAMENTARY APPROPRIATIONS.

Conveyance of mails by land	$ 806,198 95
" " by steamboats, &c.	87,900 05
" " by railways	1,401,855 92
Making and repairing mail bags and locks	33,326 44
Total	$ 2,329,281 37
Salaries paid by cheque	$ 1,222,973 32
Travelling expenses	9,767 38
Tradesmen's bills	88,534 53
Rents and taxes	1,118 34
Stationery, printing and advertising	77,150 86
Miscellaneous disbursements paid by cheque	108,550 38
Total	$ 3,837,376 18

The Post Office Department underestimated by the sum of $22,845.50 the amount necessary to complete the payments for the fiscal year ending June 30, 1901, in consequence of which error the amount estimated for and voted by Parliament last Session fell short by that amount to meet the liabilities for the fiscal year closing 30th June, last, and it will be necessary to apply to Parliament for a vote of that sum wherewith to recoup to the appropriation for the year 1901-2 the amount of such shortage which has been for the time being paid out of such appropriation.

YUKON AND ATLIN DISTRICTS.

Yukon and Atlin Districts service not included in above.

Mail Service	$ 80,428 07
Salaries	34,746 16
Miscellaneous	1,741 10
Total	$ 116,915 33

For the year ended June 30, 1901, the net revenue of the Post Office Department was $3,421,192.19, being an increase over the revenue for the year ended June 30, 1900, of $237,208.02, equal to about 7·45 per cent.

APPENDIX A.—*Concluded.*

The Post Office revenue and expenditure year by year since Confederation is as follows:—

Year ended June 30.	Revenue. Gross.	Revenue. Percentage of annual increase or decrease.	Revenue. Net.	Revenue. Percentage of annual increase or decrease.	Expenditure. Deductions from Revenue.	Expenditure. Percentage of annual increase or decrease.	Expenditure. Paid by Charges.	Expenditure. Percentage of annual increase or decrease.
	$ cts.		$ cts.		$ cts.		$ cts.	
1868	1,024,701 98		808,857 84		215,844 14		785,298 35	
1869	97,056 17	5 04	758,182 03	6 27	214,874 14	0 45	864,994 35	10 14
1870	1,010,767 71	3 88	788,904 78	4 05	221,862 93	3 25	933,308 67	7 91
1871	1,067,765 77	6 83	805,647 17	1 87	276,130 60	24 46	994,876 00	6 59
1872	1,193,062 49	10 49	916,418 34	14 03	276,644 15	0 19	1,092,419 03	9 81
1873	1,406,784 37	17 93	1,093,516 07	19 35	313,268 30	13 31	1,240,135 95	13 51
1874	1,457,207 56	4 92	1,151,269 85	5 28	324,937 95	3 66	1,370,542 41	10 52
1875	1,528,509 56	4 08	1,172,384 38	1 83	364,128 12	12 06	1,509,113 29	10 11
1876	1,481,886 27	3 36	1,106,736 74	5 60	378,149 55	3 85	1,381,608 72	1 80
1877	1,501,134 88	1 09	1,120,224 26	1 22	380,910 62	0 73	1,404,708 18	1 45
1878	1,637,032 21	7 92	1,224,912 17	9 35	395,110 04	3 73	1,514,258 36	1 21
1879	1,561,903 68	5 29	1,147,364 50	8 78	446,999 18	5 54	1,750,267 17	2 00
1880	1,648,017 98	7 41	1,179,677 89	5 58	468,340 09	12 39	1,818,371 05	3 80
1881	1,800,710 69	9 26	1,344,969 85	14 01	455,740 84	2 63	1,876,657 96	3 21
1882	2,024,098 44	12 29	1,543,309 21	14 75	478,789 26	5 06	1,980,567 26	5 54
1883	2,264,384 94	11 88	1,753,079 22	13 59	511,305 72	6 79	2,176,089 09	9 87
1884	2,330,741 38	2 93	1,712,318 85	2 33	618,422 53	20 95	2,312,965 27	6 29
1885	2,400,062 65	2 97	1,790,494 90	4 57	609,567 75	1 43	2,488,315 36	7 58
1886	2,409,379 57	2 89	1,792,155 00	3 44	617,224 57	1 26	2,763,186 41	11 45
1887	2,466,255 56	5 42	1,964,062 17	6 04	639,193 39	3 56	2,818,907 22	2 02
1888	2,786,397 94	13 95	2,322,728 68	18 26	643,669 26	0 70	2,880,708 50	2 51
1889	2,981,392 60	6 60	2,250,503 65	4 10	763,718 94	18 65	2,982,221 48	3 20
1890	3,223,614 63	8 02	2,387,388 95	6 16	836,225 68	13 42	3,074,469 91	3 09
1891	3,387,887 66	4 69	2,515,825 44	6 72	859,061 22	0 83	3,164,057 72	2 84
1892	3,501,041 02	4 97	2,652,745 79	5 44	889,862 26	3 58	3,316,129 03	4 88
1893	3,605,062 36	4 33	2,773,467 71	4 55	922,551 65	3 67	3,421,203 17	3 17
1894	3,734,418 59	1 04	2,809,341 06	1 29	925,077 53	0 27	3,547,293 31	2 81
1895	3,851,455 71	2 17	2,792,789 64	0 59	1,022,666 07	10 54	3,595,647 17	2 17
1896	4,016,890 77	4 99	2,964,014 23	6 13	1,041,876 54	1 88	3,665,031 59	1 93
1897	4,351,248 14	7 62	3,202,958 42	8 06	1,148,304 72	9 87	3,789,478 84	3 39
1898	4,685,649 76	8 71	3,527,802 69	10 14	1,158,840 07	1 56	3,873,411 99	2 22
1899	[1] 4,824,831 57	[1] 7 71	[2] 3,182,289 92	[1] 9 77	1,142,400 65	1 41	[2] 3,881,848 71	0 18
1900	[1] 4,850,822 66	[1] 0 47	[2] 3,183,984 17	[1] 0 03	1,161,838 49	1 69	[3] 3,645,646 04	1 [illegible]
1901	[1] 4,629,583 14	[1] 6 32	[2] 3,421,192 19	[1] 7 45	1,199,390 95	3 23	[3] 3,887,576 18	6 [illegible]

[1] Decrease. [2] Revenue of the Yukon and Atlin Districts not included. [3] Expenditure on account of Yukon and Atlin services not included.

APPENDIX B

MAIL TRANSPORTATION

APPENDIX B.

MAIL TRANSPORTATION.

KINGSTON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Kingston Postal Division, made within the Year ended June 30, 1901.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Actinolite and Tweed	W. H. Houston	5	12	12 months	200 00
Addison and Delta Station	J. K. McVargh	8	6	2 " (to Mar. 31, 01)	14 50
do do	C. F. Grey	8	6	3 " from	9 00
Addolphustown and Bath	J. E. Chalmers	14	6	12 "	267 00
Addolphustown and Napanee	J. E. Richards	21½	6	12 "	370 00
Albert and Marysville	M. Hart	11	6	12 "	204 92
Albury and Richmondville	D. F. Rose	4	3	12 "	72 00
Allisonville and Consecon	W. Pine	8	3	12 "	96 00
Allsaw and Marden	G. Hope	12	2	12 "	140 00
Amelianburg and Belleville	C. S. Cumming	10	6	12 "	275 00
Anson and Railway Station	A. McMullen	200 yds	6	12 "	15 00
Apsley and Cox Hill Mines	J. Blackburn	21	2	9 " (to Mar. 31, 01	141 75
do do	C. W. Gunton	21	2	3 " from	54 00
Apsley and Lakefield	P. Kennedy	31	3	12 "	288 00
Apsley and Long Lake	C. Preaty	7	1	3 " (to Sept. 30, 00	7 00
do do	A. Woods	7	1	9 " from	18 75
Apsley and Portage	P. W. C. Skewen	11	1	12 "	60 00
Arden and Deer Creek	C. Arney	7	1	12 "	52 00
Arden and Elk Lake	W. McGregor	7	1	12 "	52 00
Arden and Railway Station	J. E. Hayes	1	6	12 "	52 00
Ardoch and Tamworth	J. W. Barnes	20	3	12 "	148
Arnprior and Burnstown	W. S. Johnston	11	6	12 "	143 00
Arnprior and Otty Lake	C. J. Shaw	12	3 & 6	12 "	117 00
Arnprior and Pine Hollow	W. B. Nesbitt	6	1	12 "	78 00
Arnprior and Railway Station	G. W. Yates		12	3 " (to Sept. 30, '00)	11 75
do do	J. H. A. Shand		12	9 " from	35 25
Atkinson and Washburn	J. Atkinson	3	2	12 "	6 00
Bailieboro' and Millbrook	I. Harper	7	6	2 " (to Mar. 31, 01	10 00
do do	H. Lawson	7	6	3 " from	9 00
Bannockburn Station and Railway Station	J. Hastings		2	12 "	52 00
Barnet and Beechmont	C. Powers	6	1	12 "	26 00
Barnett and Lucknow	G. Payne	4	2	12 "	52 00
Barnett and Moses Road	E. E. Keer	8	1	12 "	26 00
Bancroft and Ormsby Junction	J. M. Kennedy			Special service	25 00
Barnett and Vogt	A. W. Cronk	11	1	12 months	52 00
Bannockburn and Railway Station	S. McEwen		12	12 "	78 00
Barnet and Overton	D. Barnett	3	2	8 " from Nov. 1 '00	26 00
Bath and Emerson Station	W. S. Ball	3	12	12 "	140 00
Bath and Stella	J. Bacon	6	6	9 " (to Dec. 31, 00	42 00
do do	W. J. Bowerman	6	6	3 " from	14 00
Battersea and Verderville	S. J. Lane	7	1	12 "	52 00
Battersea and Kingston	W. J. Arthur	16	6	12 "	156 00
Batteyville and Bridge	A. Valentine	1	6	2 " (to Mar. 31, 01	2 00
do do	J. D. Ramsay	6	6	4 " from Apl. 1, 01	30 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bedford Mills and Newboro	G. F. Page	6	3	12 months	75 00
Belleville and Albert College	W. P. Dyer	1½	6	12 "	25 00
Belleville and Frankford	F. Spencer	14	3	12 "	157 50
Belleville and Railway Station	H. W. Cronk	1½	36	10 " (to Apr. 30, '01)	241 80
do do	S. Garratt	1½	36	2 " from "	33 00
Belleville and Sidney Crossing	W. R. Vandervoort	6½	3	12 "	105 00
Belleville and Street Letter Boxes	H. W. Cronk	5	12	10 " (to Apr. 30, '01)	104 16
do do do	S. Garratt	5	12	2 " from "	16 50
Belleville and Tweed	A. Aselstine	25	6	9 " (to Mar. 31, '01)	427 50
do do	do	25	6	3 " from "	125 00
Belleville Junction Transfers	T. H. Coppin		6	10 " (from Sept. 1, '00)	62 75
Bellrock and Moscow Station	E. L. Vanluven	5½	6	12 "	97 00
Bellview and C. O. Railway Junction	Geo. Bell	¼	6	6 " (from Jan. 1, '01)	18 00
Bensfort and South Monaghan	J. Fletcher	5	3	12 "	65 00
Bewdley and Port Hope	W. J. Arnott	10	6	12 "	150 00
Big Island and Demorestville	Ella Cole	5	2	12 "	60 00
Big Springs and C. O. Railway Station	G. Bell	¼	6	6 " (to Dec. 31, '00)	18 00
Birdsalls and Railway Station	J. Lancaster	1	6	1 " (to July 31, '00)	3 33
do do	M. Lynch	1	6	11 " from "	36 66
Birds Creek and New Carlow	N. T. Armstrong	17	2	12 "	180 00
Black River Bridge and Picton	S. Pierson	7½	3	12 "	100 00
Blairhampton and Minden	W. Blain	10	1	12 "	60 00
Blairton and Havelock	M. A. Wood	8	3	12 "	144 00
Blairton and Vaneskle	E. W. Cole	14	3	3 " (to Sept. 30 '00)	37 50
Bloomfield and Crofton	B. S. Salisbury	11	3	12 "	124 80
Bloomfield and Railway Station	E. Parker	¾	24	12 "	81 12
Bobcaygeon and Peterboro	J. O'Gorman	22	6	12 "	408 00
Bobcaygeon and Silver Lake	A. Coulter	9	2	10 " (to Apr. 30, '01)	83 33
do do	W. D. Coulter	9	2	2 " from "	21 04
Bogart and Otter Creek	J. Delore	3½	2	5 " (from Dec. 1, '00	23 33
Bogart and Tweed	P. Lusk	1	6	12 "	85 00
Boskung and Halls Lake	J. Welch	4	1	12 "	25 00
Boskung and Minden	J. Beatty	14	2	10 " (to Apr. 30, '01)	121 60
do do	J. Welch	14	2	2 " from "	31 66
Boulter and Cumbermere	J. Stubbs	18	3	11 " (to May 31, '01)	150 32
Boulter and L'Amable	J. K. Mackey	22	3 & 6	9 " (to Mar. 31, '01)	329 25
do do	J. Stewart	22	3 & 6	2 " to May 31, '01	100 00
Brighton and Campbellford	W. N. Simpson	20	6	12 "	440 00
Brighton and Lovett	R. Marshall	5	6	12 "	140 00
Brockville and Railway Station	D. W. Edgar	1	12	12 "	119 00
Buck Lake and Perth Road	J. Thomas	4	2	12 "	40 00
Burnbrae and Heard's Railway Crossing	W. Milton	5	6	12 "	130 00
Burnbrae and Sarginson	J. Finch	5	3	12 "	75 00
Burnley and Castleton	G. W. French	8	3	9 " (to Mar. 31, '01)	66 75
do do	R. J. Lapp	8	3	3 " from "	27 50
Camden East and Centreville	W. Hughes	6½	6	12 "	125 00
Campbellford and Godolphin	D. N. Farmer	5	2	12 "	65 00
Campbellford and Havelock	H. Coveney	12	6	12 "	295 00
Campbellford and Railway Station	B. Mulhearn		18 & 12	12 "	92 90
Centreton and Gratton	S. Howard	15	6	2 " to Aug. 31, '00	40 00
do do	do	15	6	10 " from "	226 61
Chaffey Locks and Elgin	M. Doyle	6	2	9 " to May 31, '01	51 00
do do	J. W. Simmons	6	2	3 " from "	17 50
Chantry and Phillipsville and Elgin Railway Station	G. Lamin	7	6	12 "	186 00
Chatterton and Foxboro	S. P. Morden	3½	3	12 "	72 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Cheddar and Wilberforce	A. Southworth	8	2	12 months	65 00
Clamona and Selwyn	L. D. Taylor	3½	2	9 " (to Mar. 31, '01)	17 50
do do	J. W. Jacobs	3	2	3 " from "	12 50
Cherry Valley and Point Petre	J. Moore	6	1	12 "	38 48
Cherry Valley and Salmon Point	J. M. Bentley	6	2	12 "	19 48
Clarendon Station and Pevensa	A. W. Wood	22	3	10 " (to April 30, 01)	287 50
do do	J. Muldoon	22	3	2 " from "	46 00
Clarara and Navarad	C. Crowe	12	3 & 2	12 "	170 00
Clayton and Denbigh	G. Dolan	28	1	12 "	137 00
Clayton and Harlowe	W. Thompson	11	2	10 " (to April 30, '01)	55 08
do do	H. Thompson	11	2	2 " from "	10 00
Clayton and Railway Station	A. McNeill	13½	6	10 " (to April 30, '01)	270 00
do do	C. Gourley	16½	6	2 " from "	53 37
Cobourg and Harwood	R. Clapperton	16	6	9 " (to Mar. 31, '01)	216 00
do do	Mrs. S. E. Clapperton	16	6	3 " from "	72 00
Cobourg and Railway Station	J. R. O'Neill		6	12 "	35 00
Cobourg and Rossmouth	T. Ingham	20	6	12 "	399 00
Cobourg and Steamboat Wharf	J. Fox	2	12	Part of seasons 1900-1901	39 48
Cobourg and Street Letter Boxes	do	2	12	12 months	149 00
Coe Hill Mines and Eerndale	W. H. Neal	8	2	12 "	70 00
Coe Hill Mines and Railway Station	A. Watt		12	12 "	10 00
Coe Hill Mine and The Ridge	W. H. Meaves	28	2	12 "	120 00
Colborne and Dundonald	J. J. McDonald	9½	6	12 "	160 00
Colborne and Lakeport	E. Redfearn	2½	12	12 "	150 00
Colborne and Warkworth	T. Pogue	16	6	3 " (to Sept. 30, '00)	61 25
do do	D. McGloughlan	16	6	9 " from "	262 50
Colborne and Yarker	C. N. Garrison	1	6	12 "	60 00
Collins Bay and Railway Station	J. J. Lesser		12	12 "	50 00
Consecon and Four Stewart	J. Stubbs	10½	3	1 " (from June 1, '01)	14 61
Cordova Mines and Maynooth	J. Maddock	22	1	12 "	111 00
Corrigan and Railway Station	E. A. Corry		24	12 "	124 80
Cooper and Madoc	J. Canniff	5	2	12 "	93 60
Cooper and Two Flats	do	5	2	8 " (to Feb. 28, '01)	26 66
do do	do	5	2	4 " from "	16 66
Cope Falls and Wilberforce	J. M. Cope	5	1	12 "	20 00
Coroville and Gilead	W. H. Sheffield	10	2	12 "	60 00
Cordova Mines and Haverlock	W. E. Young	12	6	9 " (from Oct. 1, '00)	198 75
Cordova Mines and Vansickle	G. Scarlett	6	2	9 " from "	60 00
Cottesloe and Norwood	M. Hagel	8½	2	12 "	104 00
Cranworth and Portland	J. Wilson	5½	1	12 " and arrears	37 48
Crossy and Picton	C. Storms	19	3	12 "	173 00
Crow Lake and Sharbot Lake Railway Station	J. W. Knapp	9	2	12 "	80 00
D'Arcy and Kingston	A. McDonald	17	3	12 "	325 00
Deer Lake and Highland Grove	A. W. Willis	8	2	12 "	32 00
Delaware and Railway Station	H. N. Darling	14	12	12 "	140 00
Delta and Railway Station	T. Conners	1	12	12 "	78 00
Demorestville and Green Point	C. Reynolds	9	3	12 "	156 00
Denbigh and Griffith	W. Kerr	14	2	12 "	104 00
Denbigh and Plevna	J. Douglas	23	3	12 "	276 00
Desoronto and Street Letter Boxes	The Rathbun Co.	2	12	12 "	78 00
Desert Lake and Hartingdon	W. Snook	9	2	12 "	110 00
Desmond Lane Moscow Station	A. M. Bell	2½	6	12 "	100 00
Donaldson's Mills and Railway Station	S. Donaldson	500 yds.	3	12 "	25 00
Dufferin and Kingston Mills	do	3½	3	12 "	80 80
East Hungerford and Ernsville	J. McGrath	8	2	12 "	65 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Eldorado and Empey	J. McClintock	3	2	12 months.	50 00
Elgin and Railway Station	G. Cheany	3½	12	12 "	123 00
Ellisville and Lyndhurst	J. D. Wetherell	8½	3	12 "	62 00
Enterprise and Trafford	C. Whelan	9½	1	12 "	41 40
Enterprise and Wilkinson	P. Finn	8½	2	12 "	89 00
Erinsville and Napanee	E. W. Hudgins	21½	6	12 "	348 08
Essonville and Tory Hill	H. Magnire	4	2	12 "	55 00
Ewan and Furnace Falls Railway Station	W. J. McMahon	14	3	12 "	145 00
Flinton and Madoc	W. Knox	19	6	12 "	420 00
Fort Stewart and L'Amable Railway Station	A. Wannamaker	19	6	1 " (from June 1, '01)	28 75
Fowler's Corners and Best's Railway Station	M. Ruth	1½	6	12 "	70 00
Foxboro and Railway Station	A. C. Dafoe	1½	6	12 "	100 00
Frankford and Maple View	A. W. Simmons	6	3	12 "	75 00
Frankford and Railway Station	J. Chapman	200 yds.	12	12 "	78 00
Frankville and Railway Station	M. Dunham	11	6	12 "	256 36
Fuller and Moira	A. Herity	4	2	12 "	48 00
Gananoque and Seeley's Bay	J. Sherby	15	3	12 "	167 12
Gananoque and Street Letter Boxes	W. Gray	2½	13	9 " (to Mar. 31, '01)	112 50
do do	D. S. Jackson	2½	13	3 " from "	36 25
Gananoque and Wilstead	A. Dorie	4	3	3 " (to Sept. 30, '00)	21 25
do do	T. Elliott	4	3	6 " (to Mar. 31, '01)	42 50
do do	do	5¼	3	6 " from "	27 89
Gardenville and Weller's Bay Station	J. Dymond	1	6	12 "	40 00
Gilmour and Railway Station	T. Ricketts	100 yds.	12	12 "	20 00
Glanmire and Millbridge	E. Tapp	7	1	12 "	34 00
Glenbarnie and The Corners	S. Shurtleff	½	12	12 "	90 00
Glenfield and Vennachar	H. Snider	5	1	12 "	40 00
Glen Millar and Trenton	W. Nelson	3½	6	12 "	90 00
Glenora and Picton	P. McCormick	6	6	12 "	150 00
Glen Ross and Railway Station	G. T. Iveson	20 yds.	6	12 "	30 00
Glenvale and Sharpton	G. D. Hann	4	2	12 "	60 00
Godfrey and Reynoldston	C. W. Reynolds	7	2	12 "	53 72
Gooderham and Hadlington	J. J. Hadley	11	1	12 "	65 00
Gooderham and Railway Station	J. W. Gould	½	12	12 "	62 40
Gooderham and Ursa	S. Kettle	6	1	12 "	35 00
Gosport and Napanee	A. B. Sexsmith	19½	3	12 "	147 00
Grafton and Railway Station	J. Cochran	1	7	12 "	100 00
Gunter and Railway Station	J. H. Gunter	6	2	3 " (to Sept. 30, '00)	20 25
do do	A. Jones	6½	6	9 " from "	120 00
Haliburton and Railway Station	J. Adams	½	12	12 "	40 00
Haliburton and Wicksteed	D. H. Anderson	10	1	12 "	55 03
Halloway and Railway Station	T. W. Carter	200 yds.	12	12 "	48 48
Hall's Bridge and Stratton	J. Westlake	16	1	12 "	74 72
Halls Glen and Warsaw	D. Madill	6	2	12 "	60 00
Harrowsmith and Sydenham	C. E. Taylor	4	6	12 "	48 00
Hartsmere and Hermon	J. Bremner	9½	2	12 "	103 20
Havelock and Oak Lake	S. Hubble	16	1	12 "	60 00
Havelock and Railway Station	J. Farmer	¼ & 265 yds.	18	12 "	48 24
Transfer of mails at Havelock	W. S. Dodd			12 "	35 00
Hiawatha and Peterborough	R. Davis	11	2	12 "	114 00
Highland Grove and Leafield	J. Wilson	3	2	12 "	52 52

APPENDIX B—*Continued*,

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued*.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per week.		Period		Amount
							$ cts.
Hagerland Grove and Railway Stn	J. F. McMillan	200 yds	3	12	months		25 00
Hagerman and Railway Station	R. C. Titus	¼	24	12	"		95 00
Halloran and Randall	R. McCarthy	2	3	12	"		78 00
Hinch and Newburgh	J. Cook	6	2	12	"		50 00
Hoopsport and Tay Hill	T. Clark	3	2	12	"		76 00
Indian River and Railway Station	M. Guerin	2	3	12	"		100 00
Ingle and Tamworth	H. M. York	3	2	12	"		50 00
Irondale and Railway Station	P. Barr		12	12	"		62 40
Ivanhoe and Railway Station	L. W. Seeley	3	12	12	"		197 50
Ivy Lea and Lansdowne	M. McNeil	4	3 & 6	12	"		97 00
Jellyby and Railway Station	J. E. Davis	300 yds	3	12	"		50 00
Jermyn and Long	M. Carter	4	6	12	"		140 00
Jones Falls and Morton	H. Scott	3	3 & 6	12	"		57 00
Keene and Railway Station	R. McIntyre	1	12	6	"	to Dec. 31, 00	23 40
do do	do	1	12	6	"	from	12 00
Kennaway and Leabold	J. Wilson	7	1	12	"		52 00
Kingston Letter Carriers Service	Kingston, Portsmouth Cat. St Railway Co.			12	"		360 00
Kingston and Newburgh	C. H. Finkle	27	6	12	"		100 00
Kingston and Perth Road	J. Stones	18	6	10		to April 30, 01	525 00
do do	G. Alton	18	6	2	"	from	66 32
Kingston and Portsmouth	T. C. Wilson	2½	12	12	"		160 00
Kingston and Railway Stn, transfer	R. O. Transf		12	2	"	and 9 days from April 22, 01	5 76
Kingston and Street Letter Boxes	B. McConville			12	"		667 95
Kingston and Sydenham	W. M. Hobbs	18	6	12	"		250 00
Kingston and Westport	A. M. Wing and F. Stafford	47	6	12	"		425 00
Kingston and Wolfe Island	N. F. Darling	16½	3	12	"		325 00
Kingston Station and Grand Trunk Junction	J. P. Hanley	2	26	12	"		36 00
Kinmount and Mount Irwin	T. Peacock	7	2	12	"		70 00
Lakefield and Lakehurst	A. Johnston	19	3	9		to Mch. 31, 01	146 25
do do	A. C. Shearer	19	3	3	"	from	60 00
Lakefield and Railway Station	J. Cooper	¼	18	12	"		88 92
Lake Opinicon and Perth Road	J. S. Roberts	10	3	12	"		97 00
Lansdowne and Branson Station	J. R. Tart	1½	6	6	"	(to Dec. 31, '00)	42 50
Lang and Railway Station	A. Colville	1	12	12	"		63 00
Lansdowne and Mcloombe	E. E. Landon	4	3	12	"		104 00
Lansdowne and Rockfield	J. T. Warren	8	6 & 3	9	"	to Mar. 31, 01	112 50
do do	J. E. Harrison	8	6 & 3	3	"	from	78 00
Lansdowne and Sand Bay	J. Fody	11½	3	9	"	to Mar. 31, 01	112 50
do do	E. Fairbairn	11½	3	3	"	from	37 50
Larmer and Woolf's Corners	M. E. Travers	1	3	12	"		62 48
Lascar Station and Plevna	J. F. Card	17	3	12	"		210 00
Leinster and Roblin	J. Schumacher	6	3	12	"		88 00
Leland and Oates	J. Buck	4½	2	12	"		50 00
Lillies Mill and Railway Station	T. J. Hampton		12	12	"		10 00
Little Lake and Marlbank	C. B. Loyst	1	3	12	"		60 00
Lochlin and Railway Station	G. W. James	½	12	12	"		10 00
Long Lake and Mountain Grove	H. Drew	8	3	12	"		100 00
Lyn and Railway Station B & W	W. A. McLean	½	12	12	"		60 00
do do (G.T.)	do	1	6	12	"		56 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
Lyndhurst, Morton and Railway Station	G. Bullis	2¼ & 3½	12 & 6	12	12 months	95 00
McKenzie Lake and Madawaska Station	J. Payne	14	1	12	"	73 00
McLean and Parham	H. Vanvalkenburgh	8¼	2	12	"	63 00
McIntosh Mills and Mallorytown	T. L. Flood	14	6	12	"	310 00
Madoc and Queensboro'	R. E. Moore	8	6	12	"	175 00
Madoc and Railway Station (C.O.)	J. Vassau	7	12	12	"	400 00
do do (C.P.)	G. P. Alcombrack	6¾	7	12	"	295 00
do do (G.T.)	P. L. Vankleek	5	24	12	"	125 00
Mallorytown and Pooles Resort	W. E. Williams	5	6 & 3	12	"	79 00
Mallorytown and Rockport	A. Dickey	12½	6	12	"	187 48
Mallorytown and Sherwood Spring	J. Bryant	7	3	12	"	81 72
Malone and Railway Station	C. Thompson	4	6	12	"	80 00
Maple Lake and Morden	W. Barry	22½	2	9	" (to Mar. 31, '01	91 93
do do	do	22½	2	1	(to April 30, '01)	16 00
do do	J. Barry	22½	2	2	from "	32 50
Marmora and Railway Station	R. A. McWilliams	2½	12	12	"	101 00
Marmora and Shanick	P. Sheridan	9	2	12	"	60 00
Marmora and Stirling	W. Gallagher	16	6	12	"	265 00
Maynooth and Ormsby and Railway Station	W. J. Fitzgerald	32	6	6	" (to Dec. 31, '00)	384 50
do do	do	15	6	6	" from "	192 24
Millbridge and Railway Station	C. Donaldson	1¼	6	12	"	80 00
Minden and Railway Station	J. Morrencey	7½	12	12	"	205 92
Minto and Sine	C. G. Reid	3	3	6	" (from Jan. 1, '01)	35 00
Moira and West Huntingdon Railway Station	B. C. Salisbury	5	6	12	"	120 00
Moneymore and Roslin	J. Thompson	6¼	1	1	" (to July 31, '00	2 50
do do	do	6¼	2	11	" from do	55 00
Morven and Napanee	J. D. Bell	5	6	9	" (to Mar. 31, '01)	82 50
do do	T. Butcher	5	6	3	" from "	27 50
Mountain Grove and Railway Stn	A. McDonald	100 yds	12	12	"	12 00
Mountain View and Rossmore	J. W. Robins	6	6	12	"	187 00
Murray and Railway Station	G. A. Stimers	1	24	12	"	174 72
Napanee and Street Letter Boxes	G. Bogart	1½	18	10	" (to April 30, '01)	62 50
do do	R. A. Leonard	1½	18	2	" from "	12 50
Napanee and Switzerville	P. E. R. Miller	6	3	12	"	96 00
Naphan and Pouchers Mills	J. D. Naphan	12½	2	12	"	72 12
Newboro' and Railway Stn. (B.& W)	A. Wallace	1	12	12	"	49 72
Newboro' and Smith's Falls	W. E. Graham	29 & 25	6	12	"	400 00
New Dublin and Bellamys Station	J. Horton	3½	3	12	"	75 00
Norwood and Warkworth and Hastings Railway Station	C. O'Donnell	16 & 6	6	12	"	460 00
Norwood and Railway Stn. (C.P.)	D. Foster	1	20	8	" (to Feb. 28, '01	121 00
do do	do	1	20	4	" from "	87 00
Odessa and Railway Station	S. Clark	5	12	12	"	174 00
Odessa and Violet	do	6	6	12	"	90 00
Ormsby and Railway Station	J. McKenzie	¼	12	6	" (from Jan. 1, '01)	30 00
Ormsby and Thanet	W. McKillican	5	2	12	"	39 00
Otonabee and Railway Station	J. Duff	¼	12	12	"	60 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ c.
Parnee and The Pines	E. L. Dubee	6	3	9 mos. (to Mar. 31, 01)	56 25
do do	S. W. Botting	6	3	3 from	17 50
Perth and Westport	C. P. Lambert	23	2	9 " (to Mar. 31, 01)	77 75
do do	J. E. Melville	23	2	3 from	27 00
Petersboro' and Railway Station G. T. & G. T.	G. Fowler	½ & ½	92	12	108 58
Peterboro' and Street Letter Boxes	H. C. Rogers	1½	12	9 (to Mar. 31, 01)	140 00
do do	C. Cameron	4½	12	3 from	50 00
Peterboro' Transfers	G. Fowler		6	from Jan. 1, '01)	12 70
Peterboro' and Warsaw	J. Crowe	16	6	12	265 00
Petworth and Yarker	J. A. Garrison	6	4	12	90 00
Phillipston and Poachers Mills	W. H. Sills	5	3	12	85 00
Picton and Railway Station	C. Way		24	12	16 20
Picton and Solmesville	J. F. Thompson	17	6	12	230 00
Picton and Sorel Bay	S. E. DeMirage	15½	6	3 and 21 days to Oct. 21, '01	77 35
do do	do	18	6	8 and 10 days from Oct. 22, '00	185 40
Picton and Street Letter Boxes	W. V. Perret	1	12	6 " (from Jan. 1, 01	48 75
Picton and West Lake and West Point	J. R. Tubbs	8 & 10½	3 & 6	6 " (to Dec. 31, '00 extra trips	92 87
do do	do	10½	3 & 6	6 " from	85 68
Point Traverse and South Bay	G. W. Bougard	7½	3	12 "	80 00
Portland and Crosby Railway Stn	W. G. Singleton	5	6	12 "	157 48
Prenveau and Ridstone	J. C. Hegadorn	8	3	12 "	84 48
Read and Shannonville	J. Smith	13	6	12	234 00
Reeden and West Plum	C. Sedore	3	2	12	25 00
St. Lawrence and Wolfe Island	J. W. O'Brien	13	2	12	100 00
St. Ola and Railway Station	C. D. Kellogg	2	6	3 (to Sept. 30, '00	15 00
Shannon Lake and Railway Station	M. Avery		14	12	146 00
Shannon Lake and Zealand	J. Erwin	5	2	12	74 00
Singleton and Crosby Railway Stn	J. Freeman	100 yds	6	12	18 40
Soperton and Railway Station	S. W. Stafford		6	11 " from Aug. 1, 00	175 83
Springville and Railway Station	F. E. Wilson	3	6	6 (to Dec. 31, 00	44 50
do do	D. V. Frew	3	6	6 " from	44 50
Steenburg and Railway Station	S. S. Steenburg	100 yds	6	3 (to Sept. 30, '00	13 75
Stirling and Railway Station	H. S. Ferguson	¼	12	12 "	62 40
Tory Hill and Railway Station	J. H. Anderson	10	12	12 "	50 00
Trenton and Railway Station (C. O.)	J. A. Delaney	¼	36	10 " (to April 30, '01)	124 80
do do	W. F. Finman	¼	36	2 " from	52 00
Trenton and Wooler	W. H. Richards	9	6	12 "	140 00
Tuftsville and Madoc Junction	S. Tufts	½	6	12	24 00
Turriff and Railway Station	J. Munro	¼	12	16 days (to Jan. 16, '01	1 50
Turriff and Umfraville	do	4	2	6 months and 16 days to Jan. 16, 01	28 81
Tweed and Railway Station	E. R. Huyck	½	20	6 " (to Dec. 31, 00	67 00
do do	O. C. Frost	½	20	6 " from	59 50
Umfraville and Turriff Railway Stn.	T. Kelly	4	6	5 " and 15 days	53 48
Villiers and Railway Station	W. Weir	2	3	12 "	79 00
Wellington and Railway Station	A. W. Clark	¼	24	12 "	46 80
Wellman's Corners and Railway St.	P. Hubble	2	6	12 "	150 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Kingston Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.			Amount.
							$ cts.
West Huntingdon and Railway Stn	A. Adams	¼	6	12	months		27 00
Westport and Railway Stn. (B. & W)	J. H. Whelan	1	12	12	"		68 00
do do (K. & P.)	J. J. Mulville	20	3	11	"	(to May 31, '01)	183 33
do do	F. C. Knapp	20	3	1	"	from "	14 00
Westwood and Railway Station	J. Doherty, jr	2½	6	12	"		142 24
Wilberforce and Railway Station	Mrs. H. Riley	2	6	12	"		90 88
						Total	$37,777 15

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

LONDON POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in London Postal Division, made within the Year ended June 30, 1901.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Alexander and Railway Station	D. N. Sinclair	1	6	3 months to Sept. 30, '00	12 48
do do	H. R. Dier	1	6	9 ... from ...	25 12
Arva and Railway Station	G. Christie	1	6 12		69 80
Ashdale and Stanley	J. Harris	8	6 12	...	146 00
Aultsville and Navin	M. McIntyre	8	6 12		190 00
Arkona and Railway Station	C. Walker		6 12		44 00
Ailsa Craig and Railway Station	E. Courtney	2	3 12		60 00
Aldboro and Rodney	A. Ruthven and C. McIntyre	4	6 12		160 00
Allanford and Lynedoch Bay	T. C. Powell	8	2 12		100 00
Allanford and Railway Station	J. Dean	1	12 12		74 88
Allanford and Sweetsburgh	Morrow and Collard	10	6 9	... to Mar. 31, '01	176 25
do do	A. Dean	10	6 3	... from ...	58 75
Alma and G. T. Railway Station	A. Gale	2	12 12		90 48
do do	do	2	12 12		45 00
Almeda and Winfield	B. Stickney	8	3 12	...	115 00
Alnwick and Railway Station	C. J. Parker	4	12 12		108 00
Amherley and Langan	A. McLellan	5	3 12		67 00
Amherstburg and Railway Station	J. R. Tomlinson	1	12 12		83 61
Amherstburg and Windsor	A. Fox	17½ & 19	6 & 3 12	...	150 00
Amherstburg and Windsor	W. Ireland	2	3 12	...	50 00
Amherstburg and Railway Corners	A. M. Fisher	11	6 12	...	294 00
Ancaster and Stratford	H. Davis	4½	3 12		120 00
Apsley and Maryvale	J. E. Campbell	4½	6 12		147 00
Apsley and Osprey	W. Higgs	8½	3 12		120 00
Appleshaw and Railway Station	W. Sedgington	2	2 12		57 20
Arkona and Thedford	W. Sedgington	7	6 12		224 00
Arkona and Watford	T. J. Wilson	12	6 9	... to Mar. 31, '01	210 00
do do	do	11½	6 3	... from ...	60 60
Arkwright and Mount Hope	W. F. Stiles	3	2 3	... to Sept. 30, '00	18 75
do do	T. Johnston	3	2 9	... from ...	51 75
Armow and Kinsardine	G. W. Shier	11	3 12		124 80
Armer and Railway Station	I. P. Yonkey	½	12 12		54 00
Armour and Forgan	C. Farrell	12	6 12		167 00
Arthur and Railway Station (C.P.)	D. McCabe	1	24 6	... to Dec. 31, '00	50 26
do do	J. Driscoll		24 3	... to Mar. 31, '01	51 75
do do	E. Driscoll		24 3	... from ...	24 30
Arkell and Inwood	E. Miller	4	2 12		50 00
Armond and Metcalfe	W. Brown	17	6 12		297 00
Armond and Railway Station	J. G. Robertson	1	6 12		40 80
Arnprim, Bath and Railway Station	M. A. Moore	6½ & 7½	4 & 2 12		81 00
Angarm and Tancred	T. H. Wall	2	2 6	... to Dec. 31, '00	25 00
do do	F. W. Canning	1½	2 6	... from ...	17 50
Avon, Putnam and Railway Station	G. Fralick	6	6 & 12 11	... to May 31, '01	374 17
do do	J. McCallum	6½	6 & 12 1	... from ...	14 87
Avonby and Wolfesport	E. Blacklock	2	2 12		1 00
Aylmer and Dunboyne	M. T. Farrell	31	6 9	... to Mar. 31, '01	290 00
do do	C. Padjet	32	6 3	... from ...	118 50
Aylmer and Railway Station G.T.	J. N. Winder	1	24 9	... to Mar. 31, '01	57 44
do do	A. W. Flores	1	24 3	... from ...	25 00
Aylmer and Railway Station M.C.	do	2	6 12		74 88
Aylmer and St. Thomas	J. Thody	10	6 12	... and arrears ...	150 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts
Ayr and Railway Station (C. P.)	H. Deagon	½	18	12 months and extra trips	137 40
Ayr and Roseville	do	4½	6	12 "	155 00
Baden and Wellesley	P. Ottman	9	6	12 "	175 00
Badenoch and Mildmay	A. Kleist	4½	2	12 "	50 00
Bamberg and Petersburg	A. Starr	7½	6	12 "	110 00
Banner and Railway Crossing	J. Clendinning	½	6	12 "	46 80
Bayfield and Seaforth	J. McGee	17	6	12 "	315 00
Bayfield and Railway Station	do	9½	6	12 "	200 00
Bayham and Ingersoll	W. H. Cook	20½	6	12 "	395 00
Bear Line and Chatham	G. C. Bishop	8½	2	12 "	35 00
Beckerand Wallaceburg	E. H. Ruthven	5	3	12 "	80 00
Beechwood and Dublin	J. Jordan	5½	6	12 "	103 00
Belfast and Lucknow	A. McLeod	26½	6	3 " 15d. to Oct. 13, 1900)	91 02
Belgrave and Marnoch	P. Porterfield	3½	3	12 "	60 00
Belgrave and Railway Station	S. Tufts	½	18	12 "	150 00
Belgrave and Sunshine	M. S. Watson	3½	2	12 "	70 00
Belle River and Byrneside	W. Byrne	5½	1	12 "	55 00
Belmont and London	J. Charles	13	6	12 "	140 00
Belmont and Railway Station	do	½	12	12 "	58 65
Belmore and Wroxeter	J. Chittick	6	6	12 "	149 00
Belton and Railway Station	J. Gibson	½	12	12 "	50 00
Belton and St. Ives	H. Powell	6	2	12 "	72 00
Bennidere and Goderich	W. Moore, jr.	6	6	12 "	175 00
Bentpath and Dresden	J. McCabe	12½	2	10 " (to Apl. 30, 1901)	77 58
do do	J. Stewart	12½	2	2 " from "	14 17
Berlin and Crosshill	T. Playford	15½	6	12 "	300 00
Berlin and Railway Station	J. E. Bieger	½	18	12 "	110 00
Berlin and Street Letter Boxes	H. Bachmann	7½	18	12 "	200 00
Berlin and West Montrose	E. Hilliard	11	6	12 "	395 00
Bickford and Railway Station	M. Webster	300 ft.	12	12 "	39 95
Big Point and Dover South	Z. Cheff	6	3	2 " (to Aug. 31, 1900)	11 50
do do	J. Brown	6	3	10 " from "	70 85
Burn and Southgate	G. Morrison	24½	3	12 "	50 00
Blackwell Station and Railway Stn	P. Wellington, jr	½	2	12 "	41 60
Blair and Railway Station	J. J. H. Renshaw	20 ft.	12	12 "	27 02
Blandford Station and Railway Stn	E. Eaton	½	12	12 "	36 00
Blenheim and Morpeth	T. K. Morris	10	6	12 "	312 00
Blenheim and Rwy. Stn. (E. & H.	E. W. Osborne.	½	12	12 "	78 00
do do L. E. & D.	do	½	12	12 "	49 92
Blenheim and Randeau	H. M. Winter	5	6 & 3	12 "	120 00
Blenheim and Wheatley	O. Lounsburg	3½	6	12 "	689 00
Bloomsburg and Waterford	E. S. Gable	3	6	1 " (to July 31, 1900)	5 85
Bluevale and Railway Station	J. Gardner	½	12	12 "	91 00
Blyth and Railway Station	W. Bell	½	24	24 "	174 72
Blythswood and Goldsmith	D. Reid, jr.	4½	3	12 "	75 00
Blythswood and Railway Station	A. J. Scratch	½	6	12 "	87 36
Bornholm and Brodhagen	W. Hillebrecht	4	6	12 "	147 00
Bornish and Sable	A. McDonald, sr.	3	3	12 "	49 25
Bosworth and Riverbank	S. Dowling	3	4	11 " (to May 31, 1901)	69 67
Botany and Thamesville	C. McBrayne	6	3	4 " 15d. (to Nov. 15, 1900)	25 75
Bothwell and Clachan	L. Patterson	6 8½	6 3	12 "	190 00
Bothwell and Florence	C. McCrary	9	6	12 "	300 00
Bothwell and Moraviantown	W. Goolding	4	2	12 "	56 00
Bothwell and Mossade	R. Hands	14½	6	6 " (to Dec. 31, 1900)	174 00
do do	A. C. McAlpine	14½	6	6 " from "	178 51
Boxall and Fingal	L. Else	3½	3	12 "	77 08
Bradshaw and Brigden	W. A. Dawson	4½	3	12 "	99 00
Brandy Creek and Railway Station	E. K. Crombie	½	6	12 "	45 00
Brantford and Burtch	J. McIntyre	8½	6	12 "	170 00
Brantford and Echo Place	G. W. Westbrook	2	6	3 " (to Sept. 30, 1900)	20 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Brantford and Grandview	Hunt & Colter	1	6	12 months	40 00
Brantford and Longford	D. Dowling	8	6	10 " from Sept. 1, 1900	166 67
Brantford and Railway Station (B. & T.)	Hunt & Colter	½	12	6 " to Dec. 31, 1900	18 84
Brantford and Railway Station (B. & T.)	Canadian Express Co.	½	12	1 " 5 days (to Feb. 5, 1901)	2 39
Brantford and Railway Station (B. & T.)	J. D. Headley	½	12	3 " 23d. from "	39 60
Brantford and Railway Station (G.T.)	J. Moffat	½	60	9 " (to Mar. 31, 1901)	175 50
do do do	do	½	60	2 " (to May 31, 1901)	36 74
Brantford and Railway Station (T. H. & B.)	Hunt & Colter	½	18	11 " (to May 31, 1901 less time	37 66
Brantford P.O. and Railway Stations	J. M. Dykeman	½ ½ ½	12 54	(from June 1, 1901	36 85
Brantford and Street Letter Boxes	Worthington & Moffat	15	18	1 " (to Sept. 30, 1900	53 00
do do do	do	199	12	9 " from	205 48
Breslau and Wesseneerg	A. Hoch	8	6	12 "	200 00
Brewster and Parkhill	F. Gratton	16	6	1 " 18 days (to Aug. 18, 1900	42 47
do do	J. Ravelle	15½ & 19½	6 & 3	1 " 12d. (to Sept. 30, 1900	15 65
do do do	do	15½	6	9 " from	225 00
Brigden and Railway Station	J. Armstrong	1	12	12 "	96 60
Brigden and Wyoder	J. R. Woodwark	5	2	12 "	104 00
Bright and Walwyn	J. Nichols	9	6	12 " and arrears	215 00
Bright, Washington and Station	A. Gatzka	6½ & 1	6 & 12	12 "	190 00
Bunkum's Corners and Tobermory	T. Bartman	16	2	12 "	185 00
Britton and Railway Station	J. Johnston	½	6	12 "	74 88
Brittonstown and Cowanstown	J. Fisher	½	3	6 " to Dec. 31, 1900	58 50
Brownfield and Railway Station	J. McKay	½	24	3 " to Sept. 30, 1900	17 16
do do	C. Wilson	½	24	9 " from do	51 48
Brunner and Railway Station	W. Peters	½	6	12 "	19 92
Brussels and Cranbrook	C. Alderson	5	6	12 "	120 00
Brussels and Railway Station	S. Beattie, sr.	½	12	12 "	59 91
Brussels and Seaforth	R. Williams	15	6	12 "	175 00
Brussels and Worcester	G. Rider	10	6	12 "	22 00
Burford and Cainsville	R. French	5½	6	12 "	82 00
Burford and Forestell Plains	R. Green	5	3	12 "	70 00
Burgessville and Newark	W. Hawker	5½ & 9	6	3 " to Sept. 30, 00	19 75
do do	W. B. Sherk	5½ & 9	6	9 " from	149 25
Burgessville and Otterd	W. B. Somerville	6	3	3 " to Sept. 30, '00 (termination of contract)	60 41
Burgessville and Railway Station	E. Purdue	½	18	12 months	50 00
Burton and Railway Station	E. G. Burk	1	12	12 "	99 84
Byron and London	J. Charles	7	6	12 "	175 32
Caistorville and Langford	D. Dowling	5	6	2 " to Aug. 31, '00	29 83
Caistorville and Railway Station	S. A. Pierson	½	6	2 "	4 30
Caledon and Railway Station	H. McAuley	2½	2	12 "	52 00
Caledonia and Cainsville	W. Arrell	9	2	9 " to Dec. 31, '00	13 70
do do	do	6	2	3 " from	18 75
Caledonia and Railway Station	J. McMillan	½	24	12 "	99 84
Caledonia and Six Nations	Y. L. Bessey	4	3	12 "	90 00
Cameron and Hartwell	J. Irwin	9	2	12 "	78 00
Cardinal and Railway Station	T. Brown	18	18	12 "	78 00
Cape Crocker and Colpoy's Bay	T. Gilbert	15	2	12 "	99 00
Cargill and Railway Station	C. W. Keeling	½	12	12 "	89 84
Carholme and Simcoe	W. E. Brearley	10	6	12 "	43 80

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Carlingford and St. Paul's Railway Station	W. G. Davidson	1½	6	12 months	338 00
Carlsruhe and Railway Crossing	X. Lobsinger	1¼	12	12 "	109 52
Cayuga and Deans	G. Shipway	3	3	12 "	76 44
Cayuga and Gypsum Mines	J. Stockton	4	6	12 "	100 00
Cayuga and Kohler	N. Degurse	4½	3	9 " (to Mar. 31, 1900)	52 50
do do	do	4½	3	3 " from "	21 25
Cayuga and Railway Station (M.C.)	G. Lishman	1½	12	12 "	124 80
Cayuga and Railway Station	E. Wigg	¼	6	12 "	106 08
Cayuga and Upper	J. Everts	12	3	12 "	140 00
Centralia and Saintsbury	W. J. Smyth	4	2	12 "	49 00
Charing Cross and Doyles	M. Doyle	1¼	2	12 "	75 00
Charing Cross and Railway Station	A. Hunter	¼	24	12 "	99 84
Charlemont and Tupperville	J. Humphrey	4½	2	12 "	49 00
Chatham and Dover South	W. Lapp	6½	6	12 "	175 00
Chatham and Mitchell's Bay	J. McLaren	15½	3	12 "	200 00
Chatham and Railway Station	J. Green	¼	30	12 "	210 00
Chatham and Street Letter Boxes	J. D. Blackburn	7	18	12 "	224 00
Cheapside, Jarvis and Rv. Station	P. Gibbs	16 & ¼	6 & 12	6 " (to Dec. 31, 1900)	156 00
do do	do	15 & ¼	6 & 12	6 " from "	225 00
Chepstowe, Dunkeld and Station	J. T. Lacey	2½	6	12 "	99 84
Chesley and Railway Station	J. Lindsay, jr.	¼	12	12 "	59 92
Chevalier and Stony Point	D. L. Chauvin	1	12	12 "	96 00
Christina and Mount Brydges	J. Bond	14½	3 r.t.	12 "	117 00
Clanbrassil and Railway Station	J. Cossar	2	6	12 "	60 00
Clanbrloye and West McGillivray	G. Saunders	7½	6	12 "	174 00
Clifford and Huntingfield	M. Haskins	7	2	12 "	75 00
Clifford and Lakelet	J. Hamilton	5	6	3 " (to Sept. 30, '00)	44 25
do do	J. Horton	5½	6	9 " from "	90 00
Clifford and Railway Station	J. Bolton	¼	12	12 "	59 89
Clinton and Railway Station	J. McCool	¼	42	10 " (to April 30, '01)	122 82
do do	J. H. Elliott	¼	42	2 " from "	24 57
Clinton and Summerhall	J. Bullard	4½	2	8 " (to Feb. 28, '01)	43 33
do do	J. Brownlee	4½	2	4 " from "	21 67
Coatsworth Station and Railway Station	C. B. Toll	¼	12	12 "	43 68
Colchestoria and Fernhill	S. P. Zavitz	6	6	12 "	107 00
Colpoy's Bay and Wiarton	L. Hyatt	3	6	12 "	90 00
Comber and Railway Station	J. Lebert	¼	24	12 "	131 04
Comber and Windfall	W. R. Scott	9	2	12 "	124 00
Comet and Harrow	A. Beaudoin	4	3	12 "	143 00
Conroy and St. Paul's Station	J. Grady	2½	2	12 "	60 00
Coplestone and Petrolea	R. E. Germain	3½	6	12 "	180 00
Cormie and Railway Station	G. McKenzie	25 rods.	12	12 "	59 00
Cornell and Railway Station	A. Dadkins	¼	12	12 "	59 91
Cormie and Railway Station	C. E. Proctor	¼	12	12 "	59 99
Cotswold and Glenlee	R. Johnston	2½	3	12 "	29 00
Cotswold and Palmerston	G. Williams	7	6	9 " (to Mar. 31, '01)	90 00
do do	G. Williams	7	6	3 " from "	37 50
Cottam and Essex	J. E. Tilley	5½	6	12 "	160 00
Courtland, Port Rowan and Station	W. Dow	19 & ¼	6 & 12	11 " (to May 31, '01)	477 25
do do	W. T. Menard	20 & ¼	6 & 12	1 " from "	41 25
Courtland and Rosanna	W. J. Harrow	4	2	12 "	48 00
Courtright and Ladysmith	J. Coyle	5½	3	12 "	95 00
Courtright and Railway Station	W. A. Cathcart	¼	12	12 "	76 00
do do C.S.	do	¼	12	12 "	78 00
Cowal and Iona Station	W. Fletcher	6	6	12 "	90 00
Cranston and Railway Station	D. Hannah	4½	6	10 " to April 30, '01	145 83
do do	do	4½	6	2 " from "	26 67
Crediton and Railway Station	C. Wolf	5½	12	12 "	225 00
Crinan and Dutton	J. D. McIntyre	10	3	12 "	125 00
Croton and Dawn Mills	W. Butler	8	2	3 " (to Sept. 30, '00)	18 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Creston and Thamesville ..	W. A. Bingham	11	6	2 years, from Sept. 30, '00.	140 00
Colinet and Erie View ..	E. Overbaugh..	8	6	12 "	120 00
Curries Crossing and Railway Stn.	W. D. Smith	½	6	12 "	74 88
Darrell and Railway Station..	D. D. Purdie	30 ft.	6	12 "	11 85
Dashwood and Parkhill. ..	P. McIsaac	16½	6	12 "	334 00
Dashwood, Exeter and Railway Station ..	do	8½	6	12 "	220 00
Deerwood and Railway Station	H. Barnett ..	300 yds.	12	12 "	54 00
Deemerton and Midhurst	J. Diemart....	2½	6	6 " (to Dec. 31, '00.	37 00
do do	B. Reland..	2½	6	6 " from "	35 00
Delaware and London.	A. Mann	12	6	5 " (to Nov. 30, '00)	68 33
do do	J. Ireland	12	6	7 " from "	95 67
Delhi and Railway Station	J. M. Crysler	¼	6	12 "	31 20
Delhi and Rhine and	G. Mantle	4	3	12 "	67 00
Delhi, Waverley and Station..	A. L. Welson	8½	6 & 12	12 "	200 00
Dereet and Railway Station.	H. Minshall...	¼	6	12 "	50 00
Dentedd and Dereetcliff .	W. Parker.....	6½	6	9 " to Mar. 31, '01	105 00
do do	J. Hodgins	6½	6	3 " from "	33 50
Dentedd and Railway Station	do do	6 rods	24	9 " to Mar. 31, '01.	33 00
do do	R. Orr	6 rods	24	1 " to April 30, '01	3 67
do do	James Hunter. .	6 rods	24	2 " from "	7 33
Dereham Centre and Mitchell's Corners	W. Short	2	6	12 "	100 00
Derrynane and Kenilworth	J. Purtill	5	2	12 "	47 00
Derrytown and Mount Grove.	J. Langford.	1½	3	12 "	68 00
Dexter and Curran	W. G. Parker.	5	6	6 " (to Dec. 31, '00.	40 00
do do	C. Parker.	5	6	3 " (to Mar. 31, 1901	27 00
do do	do	5	6	3 " from "	30 00
Dicranton and Railway Station.	W. J. Thompson	5	12	12 "	87 36
Dieterton and Sanatorium.	J. H. King..	13¾ n. t.	3	12 "	77 00
Dingle, Atwood and Railway Stn.	C. Balls	1	6	12 "	134 16
Dixon and Railway Station. .	J. H. Thompson.	3	18	12 "	201 77
Dorkyngton and Norton. .	P. H. Ament....	13	6	9 (to Mar. 31, '01).	175 50
Drayton and Hilton	A. W. Perry....	5	6	12	187 00
Drayton and Parker	J. Cox	13	6	9 (to Mar. 31, '01).	105 75
do do	do	13	1	2 (to May 31, '01)	30 12
Dreeton and Railway Station	R. Hoverton.	1	24	12	75 00
Dreet and Rockbank .	F. W. Son	6	6	1 (from June 1, 01	16 38
Dresden and Railway Station	D. Turnbull....	¼	24	12	199 68
Dresden and Richmond	S. Howard	10	6	12 "	155 00
Dress and Railway Station	R. Cradwell...	2	6	12 "	81 89
Drew Station and Railway Station.	J. H. Dickson...	200 yds	6	12	1 00
Drewton and Railway Station	R. Alexander.	¼ n.	24	12	95 00
Drystone and Kippen..	J. Howard....	10	6	12	200 00
Duart, Palmyra and Station..	L. Eberle	8½	6 & 12	6 (to Dec. 31, '00).	147 00
do do	do	8½	6 & 12	6 from	162 50
Dublin and Parkdale	S. Purdon	11	6	12 "	200 00
Duncan and Railway Station	M. Watson	¼	24	12 "	6 42
Dundurn and Peabody.	J. M. Neal	½	3	12 "	101 00
Dunedd and Railway Station	J. A. Long	¼	6	9 (to Mar. 31, '01.	42 71
do do	H. S. Spragg..	¼	6	3 from	14 75
Dunedin and Selkirk.	C. Grandie	18	6	12	200 00
Dunton and Railway Station	A. J. Leitch	¼	12	12	124 80
Dyer's Bay and Lion's Head	R. Carter	16	2	12	173 00
Eagle, West Lorne and Station	W. Watson	¼ n.	12	12	142 00
Eaking and The Grove	M. Aykroyd	3	3	12	60 00
Ebers and Railway Station.	E. H. Main	150 yds.	12	12	4 68

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Eden and Railway Station	J. H. Grall	½	18	9 mos. 14 days (from Sept. 17, 1900)..	39 40
Edgar's Mills and Railway Station	R. Clapp..	140 yds.	6	12 "	40 00
Edy's Mills and Oil Springs	J. H. Angleman	3	6	3 " (to Sept. 30, 1900)	25 00
do do	A. Groombridge	3	6	9 " from "	75 00
Elford and Essex	J. A. Sweetman	5	2	12 "	58 00
Elmira and Glenallan	W. Steenson	10 & 13	6	12 "	249 00
Elmira and Railway Station	H. Stenernegel	¼	24	12 " and extra trip	66 00
Elmstead and Railway Station	J. S. Austin	2	3	12 "	50 00
Elmwood and Malcolm	C. Wendelborn..	2½	3	11 " (to May 31, '01)	41 25
Elmwood, Malcolm and Solway	do	2½ & 3	6 & 3	1 " from "	12 50
Elmwood and Railway Station	J. Zarn	¼	12	12 "	46 80
Elora and Inverhaugh	H. Dobberthein	1½	2	12 "	52 00
Elora and Pentland	E. Worth	5	1	12 "	40 00
Elora and Railway Station (C.P.)	J. Shank..	¼	12	12 "	69 89
Elora and Railway Station (G.T.)	do	1	24	12 "	119 81
Elora and Salem	E. Wissler	1	12	12 "	65 00
Embro and Harrington	W. S. Vannater	25	6	12 "	240 00
Embro and Holiday	J. R. McKenzie	4	3	12 "	70 00
Embro and Railway Station	W. S. Vannater	3½	12	12 "	162 24
Erbsville and Waterloo	J. Simmermacher	5½	2	12 "	80 00
Erie and Jarvis	A. Finch..	5	2	12 "	80 00
Erieau and Railway Station	G. Boomsall	200 yds.	12	Season 1900	7 00
Eskdale and Tiverton	D. McKenzie	3½	3	12 months	60 00
Essex and Gesto	R. Hamilton	5½	6	12 "	158 00
Essex and Railway Station	T. Rush	¼	24	12 "	156 00
Ethel and Railway Station	J. Jamieson	8	12	12 "	135 00
Ettrick and Ilderton	J. H. McRae..	13 r. t.	3	12 "	88 65
Evelyn and London	A. Thomson	13	6	12 "	289 00
Exeter and Railway Station	C. Snell	1	24	12 "	156 00
Exeter and Street Letter Box	do	1	48	12 "	15 00
Exeter and St. Mary's	W. Mills	26	6	12 "	615 00
Fair Ground and Tilsonburg	W. W. Smith	22	6	6 " (to Dec. 31, 1900)	240 00
do do	F. Jeneroux	22	6	4 " 15 dys. (to May 15, 1901)..	179 34
do do	J. Maybee	22	6	1 " 16 dys. (from May 15, 1901)	60 66
Fair Play and Tecumseh	D. Perrin.	4	2	12 "	50 00
Fairview and Stratford	W. Bell	7	3	12 "	156 00
Falkonbridge and Mount Brydges	A. Graham	16½	3	12 "	110 00
Falkland and Paris Station	M. C. Gray	9	6	12 "	240 00
Farewell and Kemlworth	H. Morrison	6	6	12 "	140 00
Farewell and Wagram	do	3	2	12 "	35 00
Fargo and Railway Station	T. B. Sanders	300 yds.	24	12 "	78 98
Fergus and Ponsonby	D. Duthield	7	3	3 " (to Sept. 30, 1900)	37 50
do do	do	7	3	9 " from "	97 50
Fergus and Railway Station (C.P.)	J. M. Wilson	¼	12	9 " (to Mar. 31, 1901)	29 83
do do	R. Phillips	¼	12	3 " from "	10 56
Fergus and Railway Station (G.T.)	J. C. Morrow	¼	24	9 " (to Mar. 31, 1901)	58 97
do do	Mrs. M. Cosford	¼	24	3 " from "	30 89
Fernbank, Millbank and Station	J. Lintick	3½ 4	12 6	12 "	305 00
Fingal and Port Talbot	J. Brown	8	3	12 "	128 00
Fingal and Railway Station	J. A. Neville	3½	12	12 "	184 71
Fingal and St. Thomas	H. Cameron	7	6	12 "	140 00
Fisherville, Nelles Corners & Station	H. Reichheld	4½	6 12	9 (to Mar. 31, 1901)	87 75
do do	do	4½	6 12	3 from "	50 28
Fletcher and Railway Station	R. Samsbury	¼	12	12 "	49 92
Florence and Shetland	C. McCrary	5	6	12 "	119 00
Fordwich and Newbridge	W. Chapman	4½ 8	6 3	12 "	130 44
Fordwich and Railway Station	J. McLaughlin	¼	12	12 "	87 36

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Rate per Mile per Annum.	Period	Amount.
					$ cts.
Fordyce and Whitechurch	J. Phillips	1	3 3	3 mons. 14 days (to Oct. 13, 1900)	21 49
Fordyce, Lucas, Lucknow, &c	A. McLeod	20 1/2	6, 3, 3	10 days (from Oct. 15, 00)	284 78
Forest and Railway Station	P. Smith	16 yds.	12 12		8 56
Forest and Rosamond	C. Anderson	9	3 12		100 00
Forestville and Railway Station	E. T. Martin	5	12 12		62 40
Freeborn and Peters Railway Crossing	H. Freeborn	1	6 12		99 95
Fyfe and Railway Crossing	W. F. Sykes	1	6 12		78 00
Fullerton and Marshall	H. Rogers	8	6 12		178 00
Fulton's Mills and Railway Siding	G. Fulton	1	6 12		39 91
Galt and Glen Morris	T. Scott	7	6 12		228 60
Galt and Railway Station (C.P.)	T. Reaches	1/4	24 12		100 48
Galt and Railway Station	do	1 & 1/4	12 & 6 12		125 00
Galt and Street Letter Boxes	J. A. Lountsbury	1	13 12		100 00
Garnet and Railway Station	J. F. Brock	1/2	12 6	to Dec. 31, 1900	19 62
do do	D. Brock	1/2	12 6	from	19 87
Gladstone and Railway Station	L. McMurray	5	6 12		97 65
Glanes and Dingwall	R. Collins	18	6 12		197 00
Glanworth and Railway Station	K. G. Turnbull	1	6 12		63 95
Glenannan and Railway Station	A. Anderson	1	12 12		18 04
Glencoe and Kilmartin	D. B. McIntyre	45	3 12		89 00
Glencoe and Woodgreen	A. Crothers	54	6 12		170 00
Glencolin and Railway Station	S. T. Young	100 yds.	3 & 6 12		78 47
Glendale and White Oak	G. F. Johnston	24	3 12		50 00
Glen Farrow and Wingham	W. Mackenzie	6	2 12		70 00
Glen Mayer and King Lake	H. Walmsley	3	6 12		100 00
Glentae and Railway Station	J. Stirrett	50 yds.	12 12		2 88
Glenwood Station and Railway Station	W. C. Estabrooks	1	12 12		45 00
Goderich and Kincardine	P. F. Hamlin	33½	6 12		795 00
Goderich and Street Letter Boxes	G. Bissett	5	12 12		62 03
Goderich and Lucknow	E. Thompson	23	6 12		140 04
Goderich and Railway Station	A. M. Polly	1	36 12		144 75
Goderich and Railway Station	J. Sanderson	1½	6 12		124 80
Goldstone Station, Parker and Railway Station	F. Mayne	3 1/16	6 1	from June 1, 01	6 25
Golspie and Woodstock	M. L. Matchedson	20	6 12		360 00
Gordon and Railway Station	J. C. Duff	do	12 12		49 92
Gorrie and Railway Station	G. Brown	4	12 12		16 80
Gowanstown and Kurtzville	J. Gibson	7	3 6	from June 1, 01	18 20
Gowanstown and Railway Station	W. A. King	1	6 9	to Mar. 31, 01	9 00
do do	do	1	6 9	from Mar. 31, '01	18 72
Gowanstown and Wallace	do	3	6 9	to Mar. 31, 01	7 50
do do and Station	L. Gravel	3	12 3	from	1 50
Gowers and Mann	T. P. Harris	24	3 12		18 00
Grandmarest and St. Marys	E. Day	5	2 10	to Apr. 30, 1901	52 00
do do	do	5	3 2	from	15 00
Granton and London	J. M. Sheckleton	20	6 12		3 [illegible]
Granton and Metropolitan	J. Moore	5	2 10	to Apr. 30, 01	1 85
do do	C. Foster	5	2 2	from	2 77
Granton and Prospect Hill	J. Ferris	5	3 9	to Mar. 31, 02	1 [illegible]
do do	J. W. Dunnan	5	3 3	from	1 [illegible]
Granton and Windsor	J. Moore	5	2 9	to Mar. 31, 01	2 40
do do	R. T. Rayside	5	2 3	from	1 [illegible]
Greatana and Parsley	J. Telford	28½	3 12		197 50
Grethus Corners and Railway Station	Tilsonburg, Lake Erie & Pacific Ry. Co	5	18 10	from Sept. 1, 00	50 61

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts
Hagersville and Railway Station...	J. Lynch.....	½	36	12 months ..	117 92
Hagersville and Selkirk	S. Hurst ..	12	6	3 " (to Sept. 30, '00)	59 50
do do	J. R. Gamble ..	12	6	9 " from " "	210 00
Hagersville and Springvale ...	S. Kenner	4	6	12 "	120 00
Harley and Hawtrey	R. Cavin..	15	6	12 "	260 00
Harley and New Durham ...	do	5	6	12 "	144 00
Harley and Railway Station	do .. .	½	12	12 "	131 04
Harlock and Seaforth.....	W. McIntosh...	13	6	12 "	270 00
Harriston and Teeswater...	C. H. Ward...	. .	.	Extra trips.....	18 00
Harriston and Railway Stations...	R. H. Ward....	½ & ½	36 & 12	9 mos. (to Mar. 31, '01).	93 60
do do do ...	do ...	½ & ½	36 & 12	3 " from " "	43 68
Harriston and Mount Forest	W. Dickson.	. . . .	.	Special service. .	3 00
Harrow and Railway Station.....	C. I. Pastorius	½	6	12 months ...	56 16
Hartford and Waterford. ...	L. S. Dean ...	12	6	12 "	235 00
Harwich and Railway Station.....	L. Galbraith...	4½	6	12 "	149 76
Hatchley Station and Railway Stn.	B. Powell.	½	12	12 "	29 95
Hawtrey and Railway Stn. (G.T.)...	S. A. Innis.....	½	12	12 "	30 00
do do (M.C.)	do	½	12	12 "	59 00
Haysville and New Hamburg.....	W. A. Cook...	3½	6	12 "	128 00
Heather and Walkers. ...	D. McIntyre .	3	2	12 "	50 00
Heaslip and Railway Station.. ...	J. H. Thomson.	½	6	12 "	39 93
Hensall and Hurondale.....	T. Murdock ...	14½	6	12 "	230 00
Hensall and Railway Station ...	J. Sutherland .	½	6	12 "	99 84
Hepworth and Railway Station. ..	J. A. Crichton.	½	12	12 "	109 81
Hesson and Newton.....	P. H. Ament ...	27 r. t.	6	3 " (from Apr. 1, '01)	58 50
Hickson and Railway Station.....	T. J. Loveys.	½	12	12 "	40 00
Highgate and Railway Station.....	P. B. Teetzel...	1	24	12 "	249 60
Highgate and Turin. ...	do ...	5	3	10 " and 15 days (to May 15, 1901).	68 14
Hillman and Leamington.	R. Manery	6	2	12 "	75 00
Holmesville and Porter's Hill.....	W. Pickard. ...	1	4	12 "	97 32
Holmesville and Railway Station .	J. L. Courtice	½	12	12 "	50 00
Howlett and Lambeth.	J. Howlett...	1	3	12 "	60 00
Hutchinson and Parkhill ...	F. Gratton ..	6½	3	1 " and 18 days (to Aug. 18, 1900).	6 66
Hutchinson, McInnes and Parkhill.	T. McInnes.	2½ & 4	3 & 6	9 " (from Oct. 1, '00)	93 75
Hyde Park Station and Komoka.	G. F. Dean	18½	6	12 "	144 00
Ilderton and Railway Station.....	J. H. McRae .	1½	24	12 "	99 84
Ingersoll and Railway Station ...	J. E. Smith ..	½	12	12 "	69 89
Ingersoll and Street Letter Boxes	do ...	13½	18	12 "	169 00
Ingersoll and Tilsonburg	W. H. Gervin	14½	6	12 "	179 00
Innerkip and Railway Station	E. Knights....	½	12	12 "	95 47
Inverhuron and Ilderton ...	D. McKenzie	3	3	12 "	40 00
Inverness and Railway Station	W. C. Crocome	½	12	12 "	93 60
Inwood and Railway Station ...	J. M. Courtright	10 rods.	12	12 "	39 93
Iona and Railway Station.. ..	W. Fletcher .	2	12	12 "	124 80
Jaffa and Orwell	A. Stafford .	3	2	12 "	39 48
Jarvis and Railway Station	E. A. Lee.	½	24	12 "	124 80
Jeannette's Creek and Railway Station	F. C. Peck.	150 yds.	6	12 "	40 00
Jura and The Head	C. W. McCredie	7½	3	12 "	112 00
Kenilworth and Petherton	M. Enright .	2½	6	3 " to Sept. 30, '00)	31 25
do do	H. Fleet .	2½	6	9 " from " "	85 50
Kenilworth and Railway Station	W. J. Kinney	½	12	12 "	78 00
Kent Bridge and Thorncliffe.....	J. Kendall .	5½	2	12 "	46 00
Kerrwood and Wardsville .	N. K. Nesbitt	½	3	12 "	5 00
Khiva and Shipka.....	F. Heitzman ..	2½	4	12 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route	Name of Contractor	Distance in Miles	Number of Times per Week	Period	Amount
					$ cts.
Kinnardine and Port Elgin	T. Bradley	24	6	9 mos. to March 31, '01	248 50
do do	J. Crow	24	6	3 " from	106 00
Kinnardine and Railway Station	A. M. Polley	¼	30	9 " (to March 31, '01)	153 64
do do	J. Hockin	¼	30	3 " from	43 68
Kinnear Line and Walkerton	J. E. Bailey	28	6	12 "	700 00
Kingsbury and Kinross	J. G. Stringer	4	3	12 "	60 00
Kingscourt and Railway Station	R. H. Wilson	1¼	3	12 "	97 40
Kingsmill and Mapleton	L. Hammond	4	6	9 " (to March 31, '01)	97 50
do do	G. A. Mothersbey	4	6	3 " from	37 25
Kingsmill and Railway Station	F. L. Wagner	10 rods.	12	12 "	4 00
Kingsville and Lake Island	W. Woollatt	26	1 & 2	12 "	47 00
Kingsville and Railway Station	W. J. Wilkinson	¼	12	12 "	98 04
Kinkora and Stoneyville	J. Fletcher	15	3	12 "	126 00
Kinlossie and Luckenow	J. Brownscombe	10	6	4 " do Oct. 31, '00	66 67
do do	do	10	6	8 " from	166 67
Kinlough and Westfield	A. W. Baldwin	3	2	12 "	36 00
Kinmore and Railway Station	J. Fleming	1	6	12 "	84 24
Kippen and Railway Station	R. Mellis	¼	12	12 "	150 00
Kingston and Newbury	D. McNaughton	5	1	12 "	40 00
Kossuth and Preston	H. Sohr	3½	2	12 "	85 00
Lakeside and Tamestord	R. D. Gregory	12	6	12	293 00
Lambton and Tupp	A. Taylor	4	6	12	75 00
Lambton and Sylvan	A. Randall	3	2	12	40 00
Langside and Lucknow	E. Thompson	6	2	12	75 00
Langton and Waterton	J. A. Gavan	4	2	12	35 00
La Salette and Railway Station	J. H. Greenlees	1	24	12	92 00
Lawrence Station and Railway Station	W. Miller	5	6	12	168 48
Leamington and Railway Station L. E. & D.	S. C. Wigle	¼	12	12	74 88
Leamington and Railway Station M. C.	do	1	24	12	7 00
Lebanon and Wardsville	J. Sinclair	8	3	12	120 00
Lee and Lemon Corners	C. Mallett	1	3	12	40 00
Lee and Sand Hills	W. Oakley	12	6	12	230 00
Lees Head and Spry	G. Jones	6	3	12	72 00
Lees Head and Walton	J. Owens	22	3	12	264 00
Lees and Wellesley	J. Wells	2	3	1 to Dec. 31, '00	21 54
do do	H. Witzel	2	3	8 from	51 52
Lees and Parkdale Grove	D. Tenney	11	3	12	72 00
Lees and Railway Station	do		6	12	72 00
Lees and Vanessa	A. R. Terry	7	6	6 to Dec. 31, '00	63 72
do do	S. Longhurst	7	6	6 from	63 72
Leeside and Railway Station	F. Eaton	1	36	12	144 00
Leeside and Trowbridge	W. J. Taylor	5	6	6 to Dec. 31, '00	36 72
do do	F. Cowles	5	6	1 from	6 12
do do	do	5	6	5 from	30 60
Leith and Egg Tennis	A. Taylor	1½	3	12	54 00
Lenfield and Ashley	P. F. Hamilton	15½	6	9 to March 31, '01	175 50
do do	J. Scott	15½	6	3 from	58 50
Leonardsville and Railway Station	L. Hall		12	11 to May 31	88 00
do do	S. Wellington		12	1 from	8 00
London and London East	London Street Railway Co.	9	24	12	140 00
London and London West	J. R. Graff	9	12	12	84 00
Lonsdale and Lorne	J. H. Hodgins	10	6	12	180 00
Lorne and Odell	S. Read	6	3	12	72 00
Lorne and Railway Station G. T. R.	J. Sinclair	¼	12	12	150 00
do do M. C.		¼	12	12	90 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
London P. O. and Railway Station (C.P.)	J. Siggins..	½	12	12 months	109 90
London P. O. and Railway Station (M.C.)..	do	½	12	12 "	91 50
London and Railway Station (L.E. & D.)	T. D. Grey..	½	24	12 "	175 00
London and Railway Station (L.H. & B.)	do	½	24	12 "	174 72
London P. O. and Street Letter Boxes	J. Siggins	300 yds.	31	12 "	762 75
London Letter Carriers' Service.	London Street Railway Co...		as req.	12 "	500 00
London Junction and Railway Station	W. J. Barnes...	½	12	12 "	49 92
Lonsville and Railway Station	G. N. Arnold .	6½	6	12 "	224 64
Lowlands and Wanstead	P. J. Anderson..	5	1	12 "	45 00
Lucan and Clandeboye Station, &c.	J. Hodgins..	3	12	12 "	119 48
Lucknow and Railway Station	F. W. McDonald	¾	24	9 " to March 31, '01	131 04
do do	W. Connell....	¾	24	3 " from "	43 68
Lynn Valley and Railway Station..	E. Edmonds ..	½	12	12 "	31 84
Lynnville and Railway Station	W. Axford	2½	6	12 "	100 47
Lyons and Railway Station.	W. Appleford..	2	6	12 "	99 84
McCready and Newbury	D. Ross	6	2	12 "	48 00
McGregor and Railway Station...	J. L. Dufour ...	½	12	6 " to Dec. 31, '00..	25 00
do do	J. A. Aubin...	½	12	6 " from "	45 00
Macton and Yatton	J. O'Neill ...	5	3	12 "	75 65
Maguire and Railway Station	A. Tod.....	2½	6	12 "	100 00
Maidstone and Railway Station...	J. E. Doyle....	¾	12	9 " to March 31, '01	81 89
do do	F. McCloskey ..	¾	12	3 " from "	27 30
Maple Lodge and Railway Station	A. W. Smith....	110 yds.	6	12 "	50 00
Mar and Red Bay.	J. McFarlane...	7	2	6 " to Dec. 31, 1900	38 50
do do	C. McFarlane...	7	2	6 " from "	38 50
Marburg and Railway Station	H. W. Ansley..	1½	3	12 "	74 88
Melbourne and Middlemiss	T. Hearns.....	4	6	12 "	129 48
Melbourne and Railway Station.	G. W. Spencerburg.....	½	12	12 "	49 92
Melbourne and Waubnakee...	S. Clark	4	2	12 "	38 00
Melgund and Minto Station.....	M. McMillan...	2	3	12 "	30 00
Merlin and Railway Station....	J. K. Brethour..	½	12	12 "	59 00
Merlin and Tilbury	J. H. Armstrong	16	6	12 "	450 00
Mildmay and Railway Station	G. Herrington .	¾	12	12 "	96 09
Millbank and Railway Station	J. Lintick	3	12	12 "	99 84
Miller Lake and Stokes Bay.	T. Whyte.	6	2	12 "	45 00
Milverton and Railway Station...	J. H. Schmidt..	1	24	12 "	149 76
Mitchell and Railway Station	J. Coppin	¾	24	12 "	124 80
Mohawk and Railway Station....	J. W. McLaren	½	12	12 "	49 92
Moncrieff and Monkton.....	A. Campbell....	7	2	12 "	80 80
Moore and Railway Station.....	J. Morrison.....	800 ft.	12	12 "	50 00
Moorefield and Railway Station....	R. Shera.....	¾	24	12 "	113 60
Moorefield and Rothesay.....	A. Lowes.....	3	6	12 "	100 00
Moorefield and Tweedie	J. Christie.....	3	6	12 "	100 00
Mooresville and Railway Station.	J. Bloomfield...		12	12 "	85 00
Morpeth and Thamesville.....	T. Shippey..	15	6	3 " to Sept. 30, 1900	97 50
do do	R. S. Walters...	15½	6	6 " to Mar. 31, 1901	312 00
do do	J. Duncan.....	15½	6	3 " from "	88 00
Mossley and Railway Station..	L. McMurray..		6	12 "	49 92
Mount Forest and Railway Station	W. Roberts		36	12 " and extra trips..	139 77
Mount Healy and Railway Station.	S. A. Nelles ..	4	6	12 "	156 00
Mount Vernon and Railway Station	R. Cavin.....	2	12	12 "	61 04
Mull and Pinehurst	V. Chatterson .	3	2	8 " to Feb. 28, 1901	46 67

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route	Name of Contractor	Distance in Miles	No. of Trips per Week	Hours	Period	Amount
						$ c.
Mail and Passenger	J. F. O'Keefe	3	2	1 hour	from Feb. 28,'01)	
Mail and Railway Station	N. Watson	1	12	12		80 00
Mail and Railway Station	J. McGregor	30 yards	12	12		39 93
Napier and Rokeby	M. Campbell	1	2	12		20 00
Napier and Strathroy	J. E. Gough	11	6	9	to Mar. 31, 1901)	188 76
do do	J. S. Graham	12	6	3	from	48 24
New Carmel and Railway Station	Mrs. E. Neal	1/8	12	12		20 00
New Dundee and Petersburg	G. B. Bowman	10	6	12		204 00
Newbridge and Stratford	J. McMillan	13	6	12		265 00
Newry and Railway Station	E. H. Kingsmore	300 yds.	12	12		62 40
Newtonbrook Railway Station	C. Heberly	100 yds.	12	12		19 92
Newtonville and Wesleyville	D. Sharpe	4	3	12		65 00
North Bruce and Queen's Hill	J. H. Siefert	2	3	12		69 48
North Dereham and Railway Station	C. B. Shreve	1	12	12		39 93
Norwich and Railway Station	E. Lees	1	24	12		120 00
Nogwen and Railway Station, (B. & T.)	H. Farrell	1	12	12		39 80
Oakdale and Ratcliffe	J. Cruickshank	7	3	12		80 00
Oakland and Railway Station	A. P. Taylor	2	12	9	to Mar. 31, 1901)	119 34
do do	J. Graham	2	12	3	from	10 67
Okeadon and Railway Station	C. Isaac	5	6	12		100 00
Old City and Railway Station	G. W. Bentley	1	12	12		78 00
Old Stamps and Railway Station	D. F. Sole	300 yds.	18	12		62 37
Oldcastle and Railway Station	M. McCarthy	100 yds.	12	12		49 92
Oldfield and Wellington	A. McDonald	6	3	12		78 00
Olinda and Rodney	T. H. Wright	2	6	12		98 00
Olivet and Thamesboro	J. G. McLeod	6	2	12		100 00
Olivet and Rathbun	J. Trueman	4	2	12		40 00
Omemee and Railway Station	W. Read	1/4	6	12		99 84
Omemee and Woodstock	W. E. Miller	5	6	1	26 days (to May 6, 1901)	72 00
Onslow and Surrey	C. Derby	32½	3	12		198 00
Ottawa City and Railway Station	R. Elliott	1	12	9	(to Mar. 31, 1901	77 30
do do	M. J. Lavigne	1	18	3	from	54 72
Oxley and Railway Station	S. Judson	6½	6	12		188 00
Oxford Centre and Woodstock	W. E. Miller	29	6	1	5 days (to May 6, 1901)	279 00
Paisley and Railway Station	J. Trelford	1	12	12		62 52
Paisley and Vesta	S. J. Robb	17	6	6	(to Dec. 31, 1900	124
do do	A. Rose	17	6	6	from	124 80
Palmerston and Railway Station	J. Tagart	1	18	12		144
Paquette Station and Railway Station	J. Hardshaw	33 yards	6	12		4 56
Paris and Railway Station	J. McCammon	1	36	6	(to Dec. 31, 1900	144
do do	W. C. Grey	1	36	6	from	144 48
Paris and Street Letter Boxes	J. McCammon	2	12	6	(to Dec. 31, 1900	72
do do	W. C. Grey	2	12	6	from	50
Parkwood and Railway Station	J. Patterson	1	12	12		74
Parkhill and Railway Station	G. Simpson	1	12	12		80
Parkdale and Strathroy	R. G. Gough	18	3	12		59
Peebles and Woodstock	O. P. Brown	11	6	12		28
Petrel Station and Railway Station	R. Bright	1	2	12		
Petrolea and Street Letter Boxes	C. McRitchie	1200 yds.	12	12		149
Petrolia and Railway Station (G. T. R.)	Grand Trunk Ry	275 ft.	6	12		22 00
do do (M. C. R.)	R. E. Gormley	1	24	12		7
Petrolia and Wilkesport	E. L. Wilson	11	2	12		39
Pike Creek and Railway Station	W. Belanger	1	6	9	to Mar. 31, 1901)	30 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Pike Creek and Railway Station.	F. May.....	¼	6	3 mos. (from Mar. 31, '01)	10 00
Pinkerton and Railway Station...	W. Murray	2	6	7 " (to Jan. 31, 1901)	52 34
do do ...	J. A. Menzies ...	2	6	5 " from " ...	44 80
Point Edward and Sarnia.....	H. W. Mills ..	2	12	12 "	312 00
Pond Mills and Wilton Grove.. ...	A. B. Murray. .	12½	3	12 "	97 00
Port Burwell and Port Rowan.....	S. A. Greer.....	22½	6	9 " (to Mar. 31, 1901)	356 25
do do ...	C. Johnson.....	22½	6	3 " from " ...	118 75
Port Burwell and Railway Station (T.L.E. & P.).....	Tilsonburg, Lake Erie & Pacific Railway Co..	¼	18	9 " 13 dys (from Sept. 17, 1900)	36 72
Port Burwell and Tilsonburg.....	C. Summerhayes	17½	6	3 " 17 days (to Sept. 17, 1900)	79 48
Port Dover and Railway Station..	E. J. Evans ...	½	30	6 " (to Dec. 31, 1900)	58 82
do do ...	I. Johnson	½	30	6 " from "	65 82
Port Elgin and Railway Station..	A. C. Gilbert...	½	12	12 "	62 40
Port Elgin and Tara..... ..	R. Crittenden...	16	6	12 "	248 00
Port Franks and Thedford ...	A. Kimmerly ..	6	3	12 "	78 00
Port Lambton and Railway Station	G. Booth..	¼	12	12 "	48 05
Port Rowan and Railway Station..	J. Thompson ...	¼	12	12 "	100 00
Port Ryerse and Vittoria..... ...	G. E. Folmsbee	3½	6	12 "	109 00
Port Stanley and Railway Station..	M. Payne	¼	24	9 " (to Mar. 31, 1901)	60 00
do do ...	E. L. Glover..	¼	24	3 " from "	17 50
Puce and Railway Station ..	W. Miller	¼	12	12 "	44 93
Rathe and Railway Station	G. Steedsman. .	¼	6	12 "	52 00
Rayside and Railway Station . .	J. Gunson	600 yds.	6	12 "	49 92
Renton and Railway Station .	W. Blanchard..	¼	12	9 " (to Mar. 31, 1901)	39 00
do do	Miss L. Blanchard. .	¼	12	3 " from "	13 00
Renton and Tyrrell.. ..	W. Blanchard.	1¼	6	12 "	70 00
Renwick and Railway Station....	W. N. Thompson	50 yds.	12	12 "	44 93
Richwood and Railway Station ..	W. Taylor	½	6	12 "	78 00
Ridgetown and Railway Sta. (C.S.)	J. A. Eastlake..	1	24	12 "	243 36
do do (L.E.& D.K.)	L. S. Hancock..	½	12	12 "	62 40
Ripley and Railway Station.	J. McInnes .	¼	18	12 "	163 38
Rockford and Railway Station.....	W. Richards..	3½	6	12 "	110 00
Rodney and Railway Station	A. Humphrey .	40 rods	24	12 "	124 80
Round Plains and Waterford....	E. S. Gable .	4	3	12 "	59 00
Ruscom Station and Railway Station	W. H. Knister.	50 yds	12	12 "	50 00
Ruthven and Railway Station .	T. H. Wigle....	¼	12	12 "	78 00
St. George and Railway Station...	W. T. Hunter ..	1	24	6 " (to Dec. 31, '00)	117 75
do do	G. W. Howell...	1	24	6 " from " ...	98 25
St. George, Harrisburg and Railway Station	do ...	2¼	18	1 " from June 1, '01	30 00
St. Jacob's and Railway Station	J. Menger.....	¼	18	12 "	74 88
St. Joachim, R. Ruscom, and Railway Station	J. Bacon ...	3	6	3 " to Sept. 30, '00.	30 75
do do	O. Janisse...	3	6	9 " from "	105 00
St. Joseph and Zurich .	D. Spencer. ...	4	6	12 "	90 00
St. Marys and Wildwood	D. Ridley.	4	3	12 "	82 00
St. Pauls Station and Railway Sta.	A. Thom .	¼	12	12 "	62 40
St. Thomas and Railway Station.	St. Thomas St. Railway Co.	1	84	12 "	392 12
St. Thomas and Sparta .	J. Oke. .	11	6	12 "	139 00
St. Thomas and Street Letter Boxes	St. Thomas St. Railway Co ...	6½	12	12 "	113 20
St. Thomas and Talbotville Royal	G. Tearnley . .	4	6	12 "	145 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Williams and Railway Station	J. Cope	¼	12	12 months	59 28
Sandwich and Windsor	E. Gignac	2	6	6 " to Dec. 31, '00	49 50
do do	Sandwich, Windsor & Amherstburg Ry. Co	2	6	6 " from "	62 50
Sarnia and Railway Station..	D. McCrae	100 yds.	24	12 "	150 00
Sarnia and Port Huron	J. McKelvey	1¼	12	12 "	119 18
Sarnia and Street Letter Boxes.	J. Lucas..	3½	12	12 "	113 99
Scribb Hills and Wharton	J. Morris	12	2	12 "	100 00
Scotsdale and Railway Station.	W. Somerville	¼	24	12 "	160 00
Serpentine and Railway Station	H. Ramsden	¼	12	12 "	80 85
Seaforth and G. Railway Station....	W. Grey	2	3	12 "	48 00
Sheddon and Railway Station	J. Horton	¼	12	12 "	40 42
Simcoe and Railway Station.	H. W. Pursel	¼	12	12 "	62 40
Simcoe and Camp Line	do	1	18	12 "	140 40
Simcoe and Waterford	J. P. Logan	7	6	11 " from Aug. 1, '00)	89 83
Solway and Walkerton	J. McCallum	6¼	3	11 " to May 31, 01)	91 67
Sombra and Railway Station	H. Stokes	¼	12	12 " "	43 68
Southcote and Plumbrook	A. Hohn	6	2	12 " "	40 56
Sparling and Westport	D. Shepherd	7	6	12 "	136 00
Spittalfields and Railway Station	W. Gillard	¼	18	12 "	93 60
Spose Mills and Straffordville.	D. Everett ...	3½	3	12 "	30 00
Springfield and Railway Station	J. J. Atkinson	¼	12	12 "	68 64
Springford and Railway Station	H. A. White....	¼	12	12 "	49 92
Stanley and Railway Station.	D. R. Menzies	30 rods.	12	12 "	64 00
Stevenson and Railway Station....	W.N. Thompson	50 ft.	12	3 " (to Sept. 30, '00)	9 25
do do	do	50 ft.	12	9 " from	7 50
Stokes Bay and Wiarton	J. Steele	27	3	12 "	300 00
Straffordville and Railway Station	J. H. Teall	¼	18	10 " from Sept. 1, '00	81 53
Strawberry and Gutman Mills, Station, &c.	T. M. Barthold-new	10	6	12 "	115 00
Streetsville and Railway Station & T	A. Fisson....	¼	60	12 "	172 92
Streetsville and Street Letter Boxes	J. Sellers	15½	18	12 "	269 09
Strathroy and Street Letter Boxes.	R. F. & S. Richards.	600 yds.	18	12 "	60 00
Sylvan and Thedford	A. Rowland	5	6	9 " to Mar. 31, 01)	108 00
do do	J. McLachlan.	5	6	3 " from "	22 50
Tara and Railway Station	J. Hamilton...	¼	12	12 "	81 12
Tavistock and Railway Station	G. Matheson	¼	12	9 " to Mar. 31, 01	58 50
do do	do	¼	18	3 " from "	18 75
Teeswater and Railway Station	F. Green	¼	12	12 "	81 00
Tecumseh and Walkerton	W. Hedges	16	6	12 "	144 00
Terra Cotta and Woodlands Corner	T. J. Arthur.	3	6	12 "	107 00
Terminus and Wiarton	W. A. Gibson..	4	2	12 "	57 00
Thamesford and Railway Station	N. C. McCarty	¼	12	12 "	111 80
Thamesville and Railway Station	H. L. Johnston	525 yds.	12	9 " to Mar. 31, 01	45 00
do do	A. Sim	525 yds.	12	3 " from	15 00
Thedford and Railway Station.....	R. Wilson	150 yds.	6	12 "	30 00
do do	G. F. Watcher.	150 yds.	6	12 "	18 00
Thorndale and Railway Station	T. A. Robinson	¼	6	12 "	24 96
Thornton Railway Station	J. H. Armstrong		24	9 " to Mar. 31, 01	81 00
do do	do		24	3 " from	30 00
Thorold and Railway Station & T	W. H. Girvin..	¼	12	6 " to Dec. 31, '00	5 75
do do	Bender & Son	¼	12	6 " from	29 80
do do G. T.	J. Graham	1¼	12	12 "	70 00
do do (M.C.	do	1¼	12	12 "	49 2

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in London Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Tilsonburg and Railway Station (T. L. E. & P. Ry. Co.)	Tilsonburg, Lake Erie and Pacific Railway Co.	2	18	9 mos. and 14 dys. (from Sept. 17, '00.	39 40
Topping and Milverton Station	T. Mayberry	6	6	9 " (to Mar. 31, '01)	130 50
do do	D. Brenneman	6	6	3 " from "	36 00
Townsend Centre and Railway Station	W. J. Smith	40 rods	12	12 "	49 92
Tunnel Station and Railway Station	J. Fry	40 ft	12	10 " 9 dys. (to May 9, '01)	4 29
do do	do		18	1 " 22 dys. from "	1 43
Tupperville and Railway Station	J. S. Baker	30 yds	12	12 "	39 93
Turnerville and Railway Station	J. D. Moir	100 ft.	12	12 "	35 00
Tuscarora and Railway Station	S. J. McKelvey	2	6	12 "	62 40
Tyrconnell and Wallacetown	P. Gerow	3	6	12 "	109 56
Uttoxeter and Wanstead	N. K. Nesbitt	6	3	12 "	100 00
Vandecar and Woodstock	W. Martin	9	3	4 " (to Oct. 31, '00)	45 33
Vanessa and Railway Station	J. C. Lutes	3	12	12 "	150 00
Van Horne and Railway Station	J. Zuk	1½	2	12 "	30 00
Vereker and Railway Station	T. A. Thornton	3	6	12 "	124 80
Vienna and Railway Station	Tilsonburg, Lake Erie & Pacific Ry. Co.	1½	18	10 (from Sept. 1, '00)	78 82
Villa Nova and Railway Station	M. McAlpine	¼	6	12 "	49 92
Vittoria and Railway Station	D. Smith	¼	12	12 "	49 00
Vyner and Railway Station	J. Henderson	2½	3	10 " (to Apr. 30, '01)	45 83
do do	W. Loughlin	2½	3	2 " from "	9 17
Walkers and Railway Station	J. Grieve	½	12	12 "	40 56
Walkerton and Railway Station	J. McLean	1½	18	9 " (to Mar. 31, '01)	87 75
do do	H. Day	1½	18	3 " from "	29 25
Walkerville and Railway Station	N. B. Vrooman	30 yds.	36	12 "	168 48
do do (L.E.&D.)	do	155 yds.	6	12 "	50 08
Wallaceburg and Railway Station	A. Fisher	½	24	12 "	84 85
Wallacetown and Railway Station	P. Gerow	3½	12	12 "	212 16
Walnut and Watford	A. Black	6	2	12 "	105 00
Walsh and Railway Station	A. Brett	24	6	12 "	76 00
Wardsville and Railway Station	J. H. Cady	3	12	12 "	124 80
Warwick and Railway Station	D. M. Ross	8	6	12 "	144 45
Waterford and Railway Stn. (C.S.	E. S. Gabl	½	12	12 "	49 92
do do (T. H. & B.)	do	¼	18	12 "	60 83
Waterloo and Railway Station (Berlin)	Berlin & Waterloo St. Ry. Co.	2	24	11 " 9 dys. (to June 9, '01)	201 51
do do	do	2	24	21 days from "	17 31
do do (G. T.)	T. K. Sass	½	18	9 mos. (to Mar. 31, '01).	63 88
do do	W. W. Glaister	½	18	3 " from "	21 29
Waubuno and Railway Station	M. Overton	3	6	12 "	99 84
Weidman and Railway Station	J. Lillie	25 yds.	12	6 " (to Dec. 31, '00	15 70
do do	A. W. Craig	25 yds.	12	6 " from "	15 50
West Lorne and Railway Station	D. McKillop	½	12	12	40 00
Wheatley and Railway Station	O. Ivison	1	12	12	93 60
Whitehead Station and Railway Station	F. H. McDonald	50 yds.	12	12	39 93
Whitechurch and Railway Station	A. D. Beaton	¼	12&24	12	139 32

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in London Postal Division, &c.—*Concluded.*

Name or Route	Name of Contractor.	Distance in Miles.	Time of Trip. Hours.	Min.	Per Week. Times.	Period	Amount.
							$ cts.
Wharton and Railway Station	L. Hyatt	¼		18	12	months	1 80
Williams and Railway Station	C. A. Williams	¼		2	12	" ...	86 34
Wilton and Main Post Road	L. B. Wilson	1		5	12	"	1 00
Wilton Grove and Railway Station	P. Murray	¼		6	12	"	44 76
Windham Centre and Railway Station	C. Baker	¼		12	12	"	23 80
Windsor and Detroit U.S.	E. Cognac	2		18	12	"	147 60
Windsor and Railway Station	C.S. do	1		24	12	"	260 52
do do	L. E. & D. M. H. McCarthy	1		12	12	"	148 76
Windsor and Street Letter Boxes	do	8		19	12	"	189 66
Wingham and Railway Station	Beattie Bros.	¼		12	12	"	89 83
do do (G.T.)	D. Campbell	¼		20	12	"	249 60
Wolverton and Railway Station	J. Pine	1		12	12	"	120 00
Woodslee and Railway Station	W. Gadaire	1		12	12	"	124 80
Woodstock and Custom House	A. McClenaghan	½		6	12	"	51 20
Woodstock and Railway Station C.P.	J. A. McKenzie	¼		12	12	"	124 80
Woodstock and Railway Station Port Dover & L. H. Ry.	do	¼		24	12	"	120 00
Woodstock and Street Letter Boxes	M. L. Mitchelson	9½		18	12	"	120 00
Woodstock and Railway Station Letter Box	R. Scott	50 yds.		12	12	"	18 00
Woodville and Railway Station	A. Paulin ...	¼		12	12	"	74 88
Wyton Station and Railway Station	G. Scatchard ...	¼		12	12	"	149 76
Zurich and Railway Station	T. Murdock ...	6½		12	12	"	224 00
						Total	$70,468 72

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

MANITOBA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, made within the Year ended June 30, 1901.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Airdrie and Catching Post	J. Stevenson	500 yds.	1	12 months	26 00
Alameda and Percy	J. Lillie	48	1	7 " (to Jan. 31, '01)	175 00
do do	do	50	1	5 " from "	130 20
Alameda and Railway Station	J. E. Edmunds	¼	8	12 "	76 00
Alcester and Minto	J. Brown	6	2	12 " (less fines)	77 20
Alexander and Pendennis	J. Cousins	19	1	12 "	145 89
Alexander and Railway Station	J. F. Walker	¼	12	12 "	156 00
Allanlea and Glenella	A. Campbell	13	1	6 " (to Dec. 31, '00)	52 00
Alma and Percy	F. Z. de Gagné	12	1	12 "	51 00
Almasippi and Campbellville	J. Lawrenson	8	1	12 "	70 00
Altamont and Railway Station	H. Mussell	¼	6	12 "	62 40
Altona and Railway Station	Schultz & Stiefel	¼	12	12 "	49 96
Altona and Rosthern	W. Fiddler	18	1	1 " (to July 31, '00)	8 67
do do	do	18	1	11 " from "	166 83
Anthracite and Railway Station	J. Carroll	200 yds.	12	12 "	160 00
Antler and Bellegarde	C. Sylvester	5	1	3 " (from April 1, '01	13 00
Antler and Frys	J. H. Fry	6	1	7 " 24 days from Dec. 8, '00	28 26
Antler and Railway Station	E. Haight	¼	6	10 " (from Sept. 1, '00	18 19
Arcola and Willocks	W. R. Howay	12	1	3 " (from April 1, '01	26 04
Arden and Orange Ridge	J. Glenne	15	1	12 "	90 00
Arden and Railway Station	J. Herbert	¼	12	12 "	98 07
Argyle and Woodlands	H. J. Proctor	15	2	12 "	150 00
Arizona and Sidney	A. H. Jeffrey	8	1	3 " 8 days (to Oct. 8, '00)	20 38
do do	do	8	2	8 " 23 dys. from Oct. 8, '00)	109 23
Armstrong Lake and Ry. Station	J. Sharp	¼	2	12 "	104 00
Armand and Railway Station	E. Smith	¼	1 & 6	1 " (from June 1, '01)	14 50
Arrow River and Parkinson, &c	J. Boyce	7 & 26	1	3 " to Sept. 30, '00)	49 50
Arrow River and Minota, &c	do	7 & 26	1	9 " from "	148 50
Assessippi and Russell	J. T. Adams	15	2	12 "	240 00
Asteville and Railway Station	C. Tomlin	550 yds.	1	1 " (from June 1, '01)	3 20
Asher and Poreda	E. Kretting	15	1	10 " from Sept. 1, '00)	66 67
Athabasca Landing and Edmonton	J. D. McDonald	96	1	5 " 10 days (from Jan. 22, '01)	397 84
Athabasca Landing and Peace River	J. K. Cornwall	260		5 " from Feb. 1, '01)	450 00
Audegay and Silver Plains	H. Monsseau	2	2	12 "	67 60
Audrey and Carnevale	T. J. Puffer	12	1	6 " from Jan. 1, '01	37 50
Austin and Railway Station	J. Wilbert	¼	12	12 "	125 21
Avondurst and Qu'Appelle Station	W. Sides	17	2	4 " (to Mar. 30, '01).	96 08
do do	F. Ames	17	2	3 " from "	72 06
Awenue and Treesbank	J. H. Clark	8	1	3 " to Sept. 30, '00)	18 75
do do	F. L. Irwin	8	1	9 " from "	56 25
Baget and Railway Station	J. C. Lowrie	¼	12	12 "	60 00
Baget and Rossendale	J. C. Glover	12	1	12 "	87 50
Balcarres and Kenlis	J. Balfour	18	2	12 "	250 00
Baldur and Grunet	S. Christopher son	6	2	12 "	120 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.		Period.	Amount.
						$ cts.
Baldur and Railway Station	W. O. Fowler...	¼	6	12	months	78 00
Baldur and Rossberry	J. Dew	12	1	12	..	78 00
Balgonie and Dewin	G. W. Elliott	15	1	12	..	85 71
Balgonie and Hednesford	W. Cockwill...	16	1	10	.. (to April 30, '01).	104 16
do do	do ...	20½	1	2	.. from ..	26 66
Balgonie and Railway Station	J. B. Hawkes ..	¼	12	1	.. (to Oct. 31, '00 ..	21 65
do do	A. E. Westbrook	¼	12	8	.. from	47 93
Balmoral and Lockwood	W. L. Mackenzie	6½	1	3	.. (from April 1, 01	13 00
Balmoral and Pleasant Home	W. J. Barbour	18	1	12	..	120 17
Balmoral and Railway Station	W. E. Cook ...	¼	6	12	..	78 25
Banff and Railway Station	F. Beattie	1	14	12	..	210 00
Bardal and Reston	H. Lusk	19	1	12	..	104 00
Barnsley and Railway Station	S. B. Woods	¼	3	12	..	24 96
Basswood and Railway Station	D. McPherson	¼	6	12	..	62 40
Bates and Carman	J. S. Cook	10½	2	7	.. (to Jan. 31, '01..	103 14
Battleford and Bresaylor	A. R. Chisholm	27	ftnly.	12	..	50 00
Battleford and Jack Fish Lake	M. L'Hereux	35	..	12	..	128 00
Battleford and Onion Lake	A. R. Chisholm	102	..	12	..	370 00
Battleford and Saskatoon	T. Dewan	90	2	12	..	1,976 40
Beaconsfield and Swan Lake	R. C. Griffith	14	2	3	(to Sept. 30, '00..	41 75
do do	W. H. Couch	14	2	9	from	156 70
Bear Hill and Wetaskiwin	C. Nowozyn	4½	2	12	..	80 00
Beaumont and Ellerslie	A. Rexon	6½	2	12	..	74 00
Beauvoir and Brokenhead	T. Staska	11	1	12	..	85 00
Beauvoir and Railway Station	J. L. Turner	½	7	12	..	73 00
Beaver and Railway Station	R. H. McLeod	¼	6	9	(from Oct. 1, 00	46 73
Beaver Dale and Theodore	W. Wilson	9	1	2	14 days (to Sept 14, 00..	19 32
do do	R. Gow	9	1	8	16 days (to May 31, '01..	55 50
Beaver Hill and Fort Saskatchewan	G. Doze	10	1	12	..	78 00
Beaver Lake, Fort Saskatchewan and Pakan	G. T. Montgomery	60 & 68	ftnly.	12	..	624 00
Beaver Lake and Vegreville	H. Poulin	16		12	..	6 00
Beaver Mine and Marible	A. McLean	11	2	3	(to Sept. 30, 00	50 00
Belmont and Pipestone Point	T. H. Brown	14	2	12	..	140 75
Belmont and Reston	J. Morden	28	1	9	(to May 31, 01)	117 00
Belmont and Railway Station	A. Tunouth	¼	12	12	..	12 96
Bentley and Lucania	R. L. Holmes	13	7	12	..	7 00
Berries River and Icelandic River	W. Robinson	100	ftnly.	7	(to Dec. 1, '00)	180 00
Beresford and Railway Station	W. Cannan...	¼	6	2	20 days (to Sept. 20, '00	13 49
do do	do	½	12	9	10 days (to Sept. 30, 00	69 81
Birtle and Elkhorn	T. W. Brown	25½	2	2	7 days (to Sept. 7, 00)	10 00
Birtle and Parkasume, Minota &	R. Andrew	9	2	1	10 days (to Oct. 21, 00	11 58
Big Fork and La Valle	G. Mann	9	ftnly.	12	..	80 00
Binscarth and Railway Station	D. McGarvey	¼	6	12	..	78 00
Binscarth and Russell	H. R. De Pre	12	1	12	..	78 00
Binscarth and Scotsburn	O. Scrogel	14	1	12	..	91 00
Birds Hill and Railway Station	G. C. Page	¼	6	12	..	62 40
Birtle and Hamiota	A. E. Brown	35	1	5	(to Nov. 30, 00	11 75
Birtle and Minota	R. Andrew	26	3	8	9 days (to Oct. 22, 00	78 34
Birtle and Moosesmain	J. E. Robson	40	2	9	(to May 31, 01)	187 20
do do	W. B. C. Green	40½	2	3	from	78 00
Birtle and Railway Station	G. Campbell	¼	6	12	..	78 00
Birtle and Wardsgh	J. C. Dudley	8	1	12	..	52 00
Bittern Lake and Wetaskiwin	J. D. Cowan	38	1	11	(to May 31, 01)	188 54

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bittern Lake and Wetaskiwin	C. Ferizner	38	1	7 days (to June 7, '01)	7 21
do do	J. D. Cowan	38	1 20	" from	28 00
Blairmore and Railway Station	H. E. Lyon	100 m.	12	12 months	11 99
Blythfield and La Salle	W. H. Mellow	14	1 6	" (to Dec. 31, '00) termination of contract	90 00
Bobarin and Moosejaw	B. Smith	11	1 12	"	75 00
Boissevain and Railway Station	A. McKnight	¼	12 12	"	156 00
Boissevain and Sheppardville	C. A. Irvine	17	2 12	"	225 00
Boissevain and Wassewa	W. Millions	10	2 12	"	95 00
Boissevain and West Hall	G. F. Brown	23	1 12	"	125 00
Bonheur and Railway Station	W. J. O'Neil	25 m.	12 3	" (to Sept. 1, '00)	5 00
do do	W. Brown	325 ft.	12 9	" from	62 26
Bonheur and Sawbill	J. Whalen	35	3	9 months 20 dys. (to Apl 20, 1901)	362 22
Bonne, Madone and Domremy	V. Revoy	16	1 12	"	75 00
Boscurvis and Oxbow	T. Decker	14	1 12	"	112 00
Bowden and Railway Station	C. Moore	100 yds	6 1	(to July 31, '01	7 05
do do	H. E. Shenfield	do	10 11	" from "	83 00
Bradbourne and Cochrane	R. Howard	22	1 12	"	223 00
Bradwardine, Logoch & Ralphtown	W. Beamish	16 & 6	1 12	"	200 00
Brandon and Hayfield	J. Howe	12	2 12	"	144 00
Brandon and Railway Station	C. S. Wilson	¼ & ½ 38 & 6	12	"	651 83
Brandon and Rapid City	S. S. Teeple	20	3 10	" (to Apl. 30, '01	208 33
do do	J. B. M. Duncan	20	3 6	dys. to May 6, 1901	7 50
do do	P. Campbell	20	3 1	month. 25 dys. (from May 6, 1901)	76 60
Brandon and Shrubland	W. Cannon	12	2 12	"	195 00
Brandon Hills and Railway Station	J. Baker	24	2 12	"	130 00
Bredenbury and Railway Station	T. A. Porter	2	2 12	"	78 60
Brier and Okotoks	H. Brier	6	1 8	" (to Feb. 28, '01	26 00
Bridge Creek and Franklin	W. H. Campbell	34	3 12	"	110 00
Brierwood and Roden	W. H. Gray	6	1 12	"	65 00
Broadview and Cotham	H. H. Willway	17	1 12	"	80 00
Broadview and Fuzzmannee	T. J. Irwin	20	1 12	"	74 00
Broadview and Hillesden	J. Dash	12	1 12	"	68 00
Broadview and Railway Station	W. L. McCrack'n	½	12 9	" (to Mar. 31, '01)	110 99
do do do	A. L. Brown	½	14 3	" from "	37 60
Brookdale and Carberry	S. Shannon	20	1 12	"	125 00
Broomhill and Melita	C. W. McLennan	12	1 12	"	91 00
Bru and Cypress River	H. Josephson	7½	2 12	"	100 00
Bruxelles and Holland	J. B. Snyder	10	2 12	"	120 00
Bulwer and Qu'Appelle Station	W. Sides	12	1 7	(from Dec. 1, '00	52 50
Burnbank and Elkhorn	W. Allison	8	2 9	" 20 days (from Sept. 11, '00)	87 83
Burnbank and Two Creeks	do	7½	1 12	"	58 00
Burnside and Railway Station	J. R. Fox	¼	12 12	"	50 04
Burnside and Ridgeland	W. A. McIntosh	4	2 3	" (to Sept.30, '00)	35 00
Cailmount and Ferndale	R. Cail	8	1 12	"	52 00
Cait Mountain and Thornhill	F. Bolton	7½	2 12	"	130 00
Calgary and Custom House	G. C. King		6 12	"	25 00
Calgary and Jumping Pond	J. R. Dyer	25	1 12	"	235 00
Calgary and Millarville	R. Gillespie	28	1 12	"	200 00
Calgary and Railway Station	J. O. Beattie	¼	28 12	"	512 67
Calgary and Street Letter Box	E. Kurz, sr	¼	20 12	"	60 00
Cameron and Railway Station	D. Webster	1	14 12	"	288 63
Cannington Manor and Moosomin	H. King	42	1 12	"	234 46
Canyon and Lacombe	T. A. Brereton	10	1 9	" (to Mar. 31, '01)	48 75
do do	F. M. Stephenson	10	1 3	" from "	16 25

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route	Name of Contractor	Distance in Miles	Number of Trips per Week	Period	Amount
					$ cts.
Carberry and Neepawa	G. Thompson	33½	3	7 mos. 1 day (to Jan. 1, 1901	188 76
do do	H. R. Rathbidge	33½	3	5 ... (to May 31, 01	200 00
Carberry and Overton	J. McKinnon	20½	3	1 (from Jan. 1, 01	57 08
Carberry and Railway Station	T. May		12	12	288 72
Carlstone and Lethbridge	C. McCarty	18	3	11 (to May 31, 01)	1,100 00
Carlstone and Mountain View	J. H. Gold	23	1	12	130 62
Carlstone and Spring Coulee Railway Station	C. McCarty	16	3	1 (from June 1, 01	39 00
Carnegie and Taylorville	C. Ostrow	18	1	12	140 00
Carroll and Railway Station	S. Bishop		6	12	101 18
Carlingville and Hamiota	T. Hamilton	10	1	3 (to Sept. 30, 00	24 00
Carnegie and Railway Station	do		6	9 (from Oct. 1, 00	57 00
Carvile and Moosomin	H. King	67	1	12	580 72
Carman, Lauderdale and Roseville	R. Squires	12 & 26	1	12	312 00
Carman and Morris	J. S. Cook	15	2	5 (from Feb. 1, 01	100 55
Carman and Railway Station	R. Squires		12	12	280 80
Carnduff and Oxley	J. P. Carnduff	11	1	9 (to Mar. 31, 01	36 25
do do	H. R. Merrell	11	1	3 (from Feb. 1, 01	18 75
Carnduff and Railway Station	J. P. Carnduff		6	12	107 57
Carnegie and Wapella	Conner & Perce	22	1	12	140 00
Caron and Railway Station	W. Robinson		3	12	42 00
Carroll and Railway Station	H. Bingham		6	12	225 60
Carstairs and Railway Station	E. W. Stone		8	12	68 34
Cartwright and Railway Station	A. Laughlin		12	12	93 60
Cook and Steep Creek	R. C. Smyth	15	1	12	100 00
Chater and Railway Station	M. Armstrong		12	12	95 00
Chemong and Hamiota	J. Carnduff	8	1	9 (from Oct. 1, 01	37 50
Churchbridge and Railway Station	E. D. Westman		6	12	142 95
Clanbrassie and Rossburn	M. Smith	22	1	12	136 00
Clanbrassie and Sumner	T. J. Norman	32	1	12	200 00
Clare and Wilkes	W. R. Howay	12	1	5 (from Nov. 1, 00	41 66
Clarkleigh and Minnewakan	A. Lamoureux	10	2	12	104 00
Clarkleigh and Radway	G. Lamoureux	7	2	12	72 75
Clarkleigh and Rossburn	H. Chartrand	10½	2	12	300 00
Clarkleigh and Sumner	J. Clark, jr.	6	2	12	60 00
Clearwater and Railway Station	J. McLaren		12	12	156 00
Coalfields and Railway Station	W. Hamilton	3	3	12	170 04
Cochrane and Railway Station	J. Johnson		14	12	240 00
Cold Springs and Mary Hill	J. Sandilson	8	1	12	60 00
Coming Creek and Leduc	J. A. Sangster	22	1	9 (to Mar. 31, 01	74 00
do do	do	22	1	3 (from	27 50
Cowley and Railway Station	G. H. Brown		4	12	57 43
Cross Creek and Winnipeg	L. Goulet	22	2	12	288 00
do do do	M. Peebles	22	1	extra trip	20
Cowley and Pierson	C. J. Reid	11	1	12 months	60 00
Cranbrook and Souris	H. Jamieson	3	3	1 (to July 31, 00	6 75
do do	J. Allan	3	2	7 (to Dec. 28, 00	47 25
do do	do	3	2	4 (from	27 00
Crewe and Percy	D. McDougall	7	1	12	52 00
Crossfield and Melita	W. F. Cowles	18	1	3 29 days (to Dec. 29, 1900	42 74
do do	do	18	2	8 2 days (to Dec. 2, 1900	173 14
Crewe and Railway Station	C. O. Mennell		6	9 (to May 31, 01	88 50
do do	R. M. Cornell		6	2 (to May 31, 01	17 57
do do	H. Tennant		6	1 (from	9 64
Cowley and Railway Station	J. E. Davison	100 yds.	6	12	78 00
Crane Lake and Railway Station	W. Lovejoy	10 yds.	14	9 (to May 31, 01	18 90
do do	G. T. Jackson	10 yds.	14	3 (from	6 72
Craven and Kennell	L. H. Hoskins	12	1	12	70 50
Crescent Lake and Saltcoats	J. Peck	22	1	12	117 21

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Crooked Lake and Yorkton	W. Janzen	30	1	7 mos. (to Apl. 30, '01)	43 75
Crystal City and Railway Station	H. J. Taylor.	½	12	12 "	156 00
Culross and Railway Station	M. Parker	½	6	12 "	15 60
Cypress River and Grange	H. G. White.	5½	2	9 " (from Oct. 1, '00)	37 50
Cypress River and Railway Station	A. Creighton	½	12	12 "	106 68
Cypress River and St. Alphonse	T. Chapdelaine	11	2	3 " (to Sept. 30, '00)	37 50
Daly and Virden	W. McKenzie	10	1	12 "	64 00
Danvers and Scandinavia	G. Amunsen	7½	1	12 "	24 00
Darlingford and Railway Station	E. Jordan	½	6	12 "	62 40
Dauphin and Glenlyon	C. K. Playford.	36	1	8 " 2 dys. (to Mar. 2, '01)	176 36
Dauphin and Melton	H. L. Short	12	1	12 "	75 00
Dauphin and Railway Station	J. E. Johnston.	½	12	12 "	180 01
Dauphin and Spruce Creek	J. E. Playford	14	1	12 "	150 00
DeClare and Welwyn	A. McArthur	8½	1	1 " (to July 31, '00)	6 98
do do	M. Colville	8½	1	11 " from " 7, '01)	76 79
Deerwood and Railway Station	E. Bancroft	½	2	10 " 7 days (to May 7, '01)	22 25
do do	do	½	3	1 " 24 days (from May 7, '01)	3 83
Delcau and Railway Station	J. B. Abraham	½	6	12 "	22 44
Deloraine and Railway Station	J. Gleeson	½	12	12 "	156 00
Deloraine and Waskada (Round Route)	R. Chapin	46½	2	6 " (to Dec. 31, '00)	150 00
do do	Walker & McFarlane			Special trips	41 30
Dempsey and Souris	J. Dempsey.	10	1	12 months	90 00
Devils Lake and Tetlock	A. Oldrey	11	1	1 " (to July 31, '00)	7 08
do do	S. de T. Cunningham	11	1	9 days (to Aug. 9, '00)	1 65
do do	T. C. Barber	11	1	7 " (to Aug. 16, '00)	1 65
do do	H. W. Peel	11	1	11 " (to Aug. 30, '00)	3 30
do do	H. M. Barber	11	1	7 " (to Sept. 6, '00)	1 65
do do	H. W. Peel	11	1	24 " (to Sept. 30, '00)	6 60
do do	R. R. Smith	11	1	8 months 27 days (from Oct. 5, '00)	62 82
DeWinton and Gladys	H. McNeil.	17	2	12	312 00
DeWinton and Railway Station	do	½	4	12	52 00
Didsbury and Railway Station	J. B. Detwiler	½	8	5 " (to Nov. 30, '00)	25 19
do do	C. McPherson		8	7 " from "	39 58
Dinorwic and Railway Station	J. Merriead	280 yds	12	9 " (to Mar. 31, '01)	37 50
do do	do	280 yds	12	3 " from "	18 75
Disley and Ponse	A. G. Wilkie	17	2	12 "	250 00
Dominion City and Emerson	J. H. Vanwhort.	10	6	12 "	312 00
Dominion City and Stuartburn	M. L. Forster.	18 & 42	1	2 " (to Aug. 31, '00).	39 00
do do	do	18 & 49	1	10 " from "	217 76
Dongola and Spy Hill	A. R. Miller	10	1	12	100 00
Dongola and Valley View	A. Fox	4	1	12	48 00
Domore and LaSalle	C. Wheatland.	8	1	3 " 27 days (to Oct. 27, '00) to termination of contract	30 00
Douglas Station and Creeford	R. Arran.	40½	2	12	234 00
Douglas Station and Railway Station	do	½	12	12 "	119 97
Douglas Station and Woodlea	S. E. Watson	9½	1	12 "	45 60
Dryden and Railway Station	I. Smith	½	12	12 "	79 97
Dry River and Marapedia	A. Esson	4	2	12 "	50 00
Duck Lake and Mistawasis	J. Sangret	57	1	12	225 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Number of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ c.
Duck Lake and Railway Station	D. H. Grant	2	4 12	months	72 80
Duck Lake and St. Louis	C. Racette	35	1 12	"	200 00
Dufferin and Railway Station	E. Lacaim	1	2 9	from Oct. 1, '00	50 00
Dufferin and Rosewood	J. Henry	4	2 12	"	70 00
Dunara and Selkirk	W. Carruthers	16½	2 12	"	183 00
Dunrobin and Railway Station	Mrs. M. Hunter	2	4 3	to Sept. 30, '00	18 04
do do	R. McCormick	3	4 9	from "	93 45
Dunbeath and Selkirk	V. Dumas	10½	1 12	"	7 00
Duncairn and Carberry Post	J. Sallows	3	3 12	"	29 97
Dunrea and Langrudge	Grant & Lang	5	2 12	"	78 00
Dunrea and Railway Station	A. Dunlop	105 yds.	6 12	"	46 80
Dunrea and St. Boniface	A. Parent	54	2 3	from Apr. 1, '01	15 00
Durban and Swan River	W. E. Thomas	16	1 11	from Aug. 1, '00	114 40
Dynevor and Railway Station	A. L. Orvis	2	6 12	"	29 90
Eagle Butte and Medicine Hat	W. Waghorn	32	1 6	to Dec. 31, '00	130 00
do do	J. Norquay	32	1 6	from "	130 00
Eagle River Station and Catcheng Post	W. Brown	5	12 12	"	75 00
East Bay and Mademak	J. Counts	20	1 3	to Sept. 30, '00	25 00
do do	W. Counts	20	1 9	from "	111 00
East End and Maple Creek	J. Quesnelle	53	1 8	20 days from Oct. 12, '00	224 67
East Selkirk and Melrose	W. S. Eades	6	1 8	13 days from Oct. 19, '00	56 45
Edgeley and Qu'Appelle Station	W. Sides	8	2 5	to Nov. 30, '00	58 04
Edmonton and Fort Saskatchewan	J. J. Bell	32	2 12	"	345 00
Edmonton and Hay Hills	J. Dugald	16	1 12	"	60 00
Edmonton and New Dayton	D. Spratt	23	1 12	"	100 00
Edmonton and Railway Station	E. Acton	2	8 12	"	192 00
Edmonton and St. Albert	A. Perraux	10	2 12	"	160 00
Edmonton and Stony Plain	J. Schlegel	23	1 11	to May 31, '01	184 80
do do	M. Lienan	23	1 11	from "	184 80
Egg Lake and Layer	J. E. L. Campbell	12	1 12	"	72 00
Elbow and Railway Station	O. J. Johnston	3	6 12	"	72 00
Elgin and Carberry	J. L. Johnson	5	2 3	to Sept. 30, '00	7 88
Elie and Railway Station	J. Ross		6 12	"	72 00
Elkhorn and Hamiota	J. H. Cunningham	32	1 12	"	192 00
Elphinstone and Minnedosa	W. J. Parker	16	1 12	"	192 00
Elphinstone and Railway Station	W. M. Cushing		12 12	"	288 00
Elphinstone and Railway Station	J. W. McLaggan		3 12	"	108 00
Elphinstone and Moosomin Hat	J. Ramsay & J. Cunningham	12	1 3	from Apr. 1, '01	7 00
Elm Creek and Railway Station	J. Ross		6 10	to Nov. 30, '01	72 00
do do	T. Kennedy		12 2	from "	24 00
Elm Valley and Roseau	A. Bonniman	15	1 12	"	90 00
Elphinstone and Strathclair Station	J. Cuming	11	1 12	"	66 00
Emerson and Railway Station	H. J. Armitage	1	12 12	"	72 00
Emerson and Hochfeld	J. Hochfeld		1 12	"	72 00
Empress and Railway Station	J. H. Yeomans	1	12 12	"	72 00
Erickson and Railway Station	G. Rookes		36 12	"	288 00
Erickson and Railway Station	G. C. Beau		2 12	"	24 00
Fairfax and Railway Station	J. L. Hottle	1.8	3 3	17 days from Dec. 15, '00	14 40
do do	do	1	6 8	Half-yearly	24 00
Fairview and Ten Necessities	H. Fairbairn	60	months 12	17 "	24 00
Fairwell and High View	R. F. Bowes	22	1 6	to Dec. 31, '00	65 00
do do	J. S. McLeod	22	1 6	from "	65 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fairy Hill and Kennell	R. Mollard	5	1	2 mos. (from May 1, '01)	8 66
Fannystelle and Railway Station	E. Guilbault	4	12	12 "	60 00
Fernton and Winnipeg	M. Peebles	4	2	12 "	100 00
Fife Hills and Qu'Appelle	T. G. Morrison	30	1	12 "	236 00
Findlay and Grand Clairiere	N. Filteau	6	2	12 "	100 00
Findlay and Railway Station	J. W. Mackay	1/16	4	12 "	40 03
Fishing Lake and Yorkton	S. C. Field	74	1	3 " (to Sept. 30, '00).	127 50
do do	do	82	1	6 " (to Mar. 31, 01).	282 68
do do	H. Milligan	92	1	2 " (to May 31, '01).	94 22
do do	do	92	1	1 " from "	53 15
Flee Island and Oakland	M. Tuck	6 1/2	1	12 "	52 00
Fleming and Railway Station	J. Findlay	1/8	12	12 "	114 99
Fletwode and Hazelwood	T. Harkness	11	1	12 "	78 00
Fletwode and Whitewood	F. Kennedy	33 1/2	1	3 " (to Sept. 30, '00).	56 79
do do	do	35 1/2	1	9 " from "	180 55
Florenta and Plumas	T. McKenzie	4 1/2	1	12 "	52 00
Forest Farm and Grove Park	J. Johansson	7	1	12 "	36 00
Fork River and Railway Station	T. N. Briggs	1/4	4	12 "	52 50
Forest Station and Railway Station	C. Watkins	3/4	6	12 "	46 80
Fort à la Corne and Prince Albert	N. Neil	58	1	9 " (to Mar. 31, '01).	344 04
do do	A. Sutherland	58	1	3 " from "	118 75
Fort à la Corne and The Pas	J. McDougall, Agt	245	mthly	12 "	440 00
Fort Alexander and Pegnis	D. McIvor	53	1	12 "	365 70
Fort Frances and Mine Centre	W. Phair	43	2	42 trips	504 00
Fort Frances and Terminus of Canadian Northern Railway	A. Lunn	75	2	48 trips	960 00
Fort Pelly and Yorkton	J. C. Murray	68	1	12 months	525 00
Fort Saskatchewan & L'Amoureux	T. Lamoureux	1	2	12 "	25 00
Fort Saskatchewan and Pakan	J. M. Kennedy	68	ftnly.	8 " and 8 dys. (from Oct. 24, 1900).	250 25
Fort William and Railway Station	C. Stewardson	1/4	14	12 "	205 50
Fort William West and Railway Station	G. B. Smith	1/16	12	12 "	120 00
Fort William West and Slate River Valley	G. King	11	1	9 " (to Mar. 31, 1900)	52 50
do do	D. McGregor	11	1	3 " from "	17 25
Foxleigh and Regina	G. Mollard	13	1	12 "	80 00
Fox Warren and Railway Station	A. Laycock	1/2	6	12 "	80 00
Fox Warren and St. Lazarre	R. Ransom	12	2	12 "	105 00
Franklin and Railway Station	A. M. Anderson	1/2	6	12 "	98 07
Gainsborough and Railway Station	R. B. Elliott	1/4	6	12 "	98 25
Gainsborough and Workman	H. Harris	22	1	12 "	151 50
Garland and Railway Station	W. J. Osborne	1/16	2	12 "	8 28
Gilbert Plains and Glenlyon	W. J. McNaught	7	1	3 " and 24 dys. (from Mar. 8, 1901).	20 58
Gilbert Plains and Mountain Gap	J. C. Diamond	16 1/2	1	7 " (to Jan. 31, 1901)	68 83
do do	do	21	1	5 " from "	62 57
Gilbert Plains and Oaknook	W. J. McNaught	4 1/2	1	1 " and 24 days (to Apl. 30, '01)	11 70
Gilbert Plains and Railway Station	do	280 yds	1	4 " (from Mar. 1, '01)	17 25
Gilbert Plains and Lauzilla	G. Nelson	18 3/4	1	2 " (from May 1, '01)	25 00
Gladstone and Golden Stream	W. Burnby	9	1	12 "	78 00
Gladstone and Mekiwin	L. A. Dunning	19	2	12 "	149 00
Gladstone and Railway Station (Canadian Northern)	G. Spreat	1/4	6	12 "	75 00
Gladstone and Railway Station (M. and N. W.)	W. A. Sebastien	1/4	12	12 "	176 58
Gleichen and Railway Station	E. Crieshach	1/2	14	12 "	73 00
Gleichen and Rosebud Creek	C. Beauchemin	35	ftnly.	4 " (from Mar. 1, '01)	33 35

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Glentoran and Railway Station	J. Duncan	3	12	12 months	156 00
Glentoran and Stadbrook	A. Danielson	11	1	12 "	73 00
Glenworth and Norgate	W. C. Todd	10	1	12 "	117 00
Glenworth and Railway Station	A. Shaw	½	4	12 "	18 00
Glentale and Neepawa	H. E. Hatch	12	2	12 "	144 00
Glentanning and Metigoetac	J. Cunningham	6	1	12 "	39 00
Glenella and Railway Station	H. N. Ray	½	6	12 "	60 00
Glenella and Roseau	J. M. Gilleray	21	1	6 " from Jan. 1, 01	78 00
Glen Ewen and Meridian	T. R. Preston	12	1	12 "	60 00
Glen Ewen and Railway Station	do	½	6	12 "	42 11
Glenora and Pine Mound	W. Tait	16	2	12 "	175 00
Gold Rock and Watrous	M. Mitchell	25	1	9 " from Oct. 1, 00	66 00
Gonor and St. Amboise North	C. Thomas	1½	2	12 "	40 00
Goodlands and Ingerso	H. C. Manz	3½	2	9 " from Oct. 1, 00	58 50
Goodlands and Montcalm	W. F. Conelly	3	2	9 "	58 50
Goodlands and Railway Station	H. Goodlands	½	4	9 "	12 50
Gregson and Sancte Amelie	D. MacDonald	6	1	12 "	50 00
Grahamton and Major Creek	W. R. Abbott	11	1	9 " to March 31, 01	17 50
do do	do	11	1	3 " from "	84 50
Grand Rapids and Winnipegosis	M. S. Simpson	120	notably	6 " and 11 dys. (from Dec. 21, '00	100 00
Grand View and Railway Station	B. Neville	125 yds	4	4 " from Mar. 1, 01	8 29
Grass River and Tupper	C. Patterson	6	1	6 " (to Dec. 31, '00)	20 00
do do	T. Tighe	6	1	6 " from "	20 00
Green Lake and Mistawassis	W. Morin	110	notably	6 " (from Jan. 1, 01	66 00
Greenland and Ste. Amnedée Chenes	A. Roque	5½	2	7 " and 5 days to Feb. 8, 01	27 87
do do	A. Bernier	5½	2	12 days do Feb. 20, 01	3 00
do do	C. Towns	5½	2	4 mos. and 8 dys. (from Feb. 20, '01)	26 87
Greenlow and Red Deer	S. M. Bannerman	3	1	12 "	52 00
Greenway and Railway Station	W. B. Cornock	½	6	12 "	58 90
Grenfell, Hyde and Tyne	S. B. Musselman	20 & 26	1	12 "	27 00
Grenfell and Railway Station	H. S. Tetlock		12	9 " (to Mar. 31, 01	139 07
do do	T. Mullally		14 & 12	3 " from "	17 25
Gretna and Railway Station	L. Cutler		14	12 "	131 40
Gretna and Rockland	J. P. Bacon	17	2	12 "	190 00
Griswold and Hartney	G. Cossens	40	2	9 " (to Mar. 31, 01)	360 02
do do	J. Jones & Son	50	2	3 " "	101 32
Griswold and Railway Station	A. F. Hall	½	12	12 "	131 80
Grosse and Railway Station	Rev. L. Cochet	½	4	12 "	27 00
Grosvenal and Stonewall	J. Prosser	20	2	12 "	200 00
Gun Lake and Railway Station	S. A. Petrick	½	1	12 "	21 99
Hagon and Railway Station	G. Beeson	½	4	4 " (to Dec. 31, 00)	5 04
do do	J. Hargadon	½	4	8 " "	9 35
Hamiota and Railway Station	G. H. McKay	½	6	12 "	78 00
Harmsen and Victor Dale	W. Arnesen	7	2	6 " (to Dec. 31, 00	30 00
do do	J. T. Pickles	7	2	6 " "	30 00
Hanlan and Meadow Lea	J. Macdonald	8½	2	12 "	97 00
Hargrave and Railway Station	H. Cowell	½	6	12 "	58 50
Harrington and Oak	Mrs. S. A. Bell	12	1	6 " (to Dec. 31, 01)	36 00
do do	J. W. Murphy	10	1	3 " (to Mar. 31, '01)	22 50
do do	Mrs. A. Dunn	10	1	3 " "	22 50
Harrowby and Wellington	A. Morrison	20	1	12 "	156 00
Hartney and Railway Station	S. Bate	½	2	6 " (to Dec. 30, 00	17 00
do do	do	½	4	5 " from Jan. 01	17 00
				" Dec. 31, 01	17 00
Hartney and Railway Station	J. Blair	½ & ½	12	12 "	78 00
Hawk Lake and Railway Station	B. J. Hodgins	½	12	12 "	24 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Haynes and Lacombe	W. J. Morrison	18	1	9 mos. (from Oct. 1, '00)	71 25
Hazel Cliffe and Kaposvar	S. Barath	5	1	12 "	52 00
Headingly and Railway Station	J. H. Black	½	6	12 "	78 00
Heaslip and Minto	S. A. Heaslip	3½	2	12 "	62 40
Hecla and Icelandic River	K. Jonsson	24	1	12 "	130 00
Hernefield and Waskada Station.	W. H. Hotham	24	2	1 " and 20 days (to Nov. 20, '00)	10 81
do do	J. H. Hawthorne	24	2	5 " and 10 dys. (to April 30, '01)	34 69
do do	W. H. Hotham	24	2	2 " from "	13 00
High Bluff and Railway Station	H. W. Cox Smith	½	12	12 "	90 03
High River and Pekisko	F. S. Stinson	25	1	12 "	175 00
High River and Railway Station	J. Lunoges	⅛	6	12 "	60 19
Hilton and Railway Station	J. Davies	½	6	12 "	49 92
Hirsch and Railway Station	A. M. Olson	½	2	12 "	25 00
Holland and Railway Station	J. J. Pearson	½	12	12 "	200 04
Hallbroke and Ponoka	J. E. Aylwin	5½	2	12 "	182 00
Holmfield and Railway Station	J. D. Orr	½	12	12 "	104 00
Howard and Oaknook	G. J. Nelson	20	1	3 " (to Sept. 30, '00)	31 25
do do	W. G. Robinson	20	1	18 dys. to Oct. 18, '00	6 11
do do	G. Nelson	21	1	2 months and 13 days (to Dec. 31, '00)	30 16
do do	W. J. Robinson	21	1	4 " (to April 30, '01)	50 00
Huns Valley and Minnedosa	J. Kovacs	20½	1	12 "	95 00
Hyde and Mariahilf	S. B. Musselman	6	1	12 "	40 00
Hyder and Ninger	Hicks & Maloney	8	2	12 "	130 00
Hymers and Murdlo	A. McLean	16	2	9 " (from Oct. 1, '00)	195 00
Icelandic River and Selkirk	R. Milledge	78	1	12 "	600 00
Ignace and Railway Station	J. Davies	½	12	12 "	79 99
Ile des Chenes and St. Boniface	R. St. Pierre	19	1	12 "	100 00
Indian Ford and Rathwell	Mrs. A. Sturton	7½	2	12 "	104 00
Indian Head and Kenlis	J. Thompson	22	2	12 "	245 00
Indian Head and Railway Station	A. Leach	½	12	12 "	165 43
Ingleside and Willow Range	W. J. Williams	7	1	12 "	52 00
Ingolf and Railway Station	H. T. Agar	½	12	6 " (from Jan. 1, '01	17 38
Innistail and Knee Hill Valley	C. H. Springgay	12	1	1 " (to July 31, '00)	4 17
do do do	do	12	2	11 " from "	100 83
Innisfail and Railway Station	N. W. Styles	½	12	12 "	208 15
Innistail and Tindastoll	J. Bjornson	12	1	12 "	100 00
Irvine and Catching Post	W. J. Harris	202 ft.	6	12 "	71 50
Jerome and Morris	J. O. Summer	9½	1	12 "	52 00
Josephsburg and Medicine Hat	J. Robinson and J. Crookes	35	1	9 " (to Mar. 31, '01)	168 75
Kalidea and Manitou	N. Morrison	13½	1	12 "	95 00
Kalmar and Railway Station	S. F. H. Tighe	50 ft.	12	3 " and 6 days (to Oct. 6, '00)	8 08
Kamanakis and Catching Post	J. Walker	100 yds.	7	12 "	45 06
Kawende and Railway Station	W. V. Anderson	⅛	6	6 " (to April 30, '01)	15 56
do do	A. B. Walzell	⅛	6	2 " from "	5 20
Keewatin and Railway Station	J. A. Fletcher	½	14	12 "	328 86
Kelloe Station and Railway Station	C. F. Nixon	½	6	12 "	78 00
Kenmay and Railway Stations	E. B. Scott	½	6 & 12	12 "	144 90
Kenfoot and Petrel	J. Nesbitt	44	2	12 "	66 87
Keyes and Railway Station	W. Keyes	½	12	12 "	48 88
Killarney and Glendinning	A. Young	32	2	12 "	195 00
Killarney and Railway Station	C. Bate	½	12	12 "	156 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period	Amount.
					$ c.
Killarney and Wakopa round route	G. A. Martin	33	2	12 months	275 00
Kingsley and Barrowtee	R. Henderson	6	2	12 "	130 00
Kinosota and Sigglines	J. Mathew	9	1	12 "	65 00
Kinosota and The Narrows	E. Kristianson	16	fr'nly	12 "	100 00
Kinosota and Westbourne	J. Laptson	73	1	12 "	402 15
Kenmattock and Prince Albert	J. Tanner	12	1	12 "	75 00
Kenton and Regina	H. Eutenecier	23	1	9 "	(from Oct. 1, '00	75 00
Kinnan and St. Mary's	D. Ehmann.	5	1	3 "	(to Sept. 30, '00).	10 00
La Broquerie and Railway Station	E. Savard	½	6	9 "	(from Oct. 1, '00	70 50
La de Bonnet and Melsom	F. W. Tye	23	2	4 "	(to Jan. 31, '01).	82 50
La de Bonnet and Railway Station	W. T. Kirby	½	2	5 "	from "	4 40
La la Riche and Whitmore	P. Fraden	105	nthly	12 "		216 60
Lacombe and Lancaster	W. G. Hutchison	33	1	9 "	and 15 days (to April 15, 01).	138 40
do do	C. Stephenson	33	1	2 "	and 15days (from April 15, 01	35 54
Lacombe and Railway Station	W. Burris	½	8	12 "		147 12
Langdon and Railway Station	R. Cowen.	½	4	12 "	"	104 00
Langenburg and Railway Station	P. Ulrich.	½	4	12 "	"	67 50
Lariviere and McKenzie	C. H. Vrooman	7	2	12 "	"	50 00
Lariviere and Railway Station	Mrs. W. H Swales	½	12	12 "	"	124 80
La Salle and Elythfield	M. Gaudry	29	2	8 "	and 2 days (from Oct. 30, 00).	241 62
La Salle and Railway Station	do	½	12	12 "	"	34 20
Larder and Railway Station	G. E. Moore	½	12	12 "	"	119 40
Lavoie and Railway Station	P. Trottier	½	3	12 "	"	30 28
Lenoir and Ste Agathe	A. Bouffard	1	6	12 "	"	140 40
Lenore and Railway Station	R. T. Telford	½	8	12 "	"	112 50
Lenore and Mountain Grove	H. C. Manz	7	2	3 "	(to Sept. 30, '00).	37 50
Letellier and Railway Station	A. Guilbert	½	12	12 "	"	78 00
Letellier and St. Joseph	J. A. Poliquin	3½ & 4	2	12 "	"	150 00
Lethbridge and Custom House	J. Brodie	½	6	12 "	"	78 00
Lethbridge and Railway Station	W. Hardy	½	18	12 "	"	321 63
Lidstone and Minitonas	A. R. Nye	9	1	10 "	(from Sept. 1, '00	85 34
Lindsay and Winnipeg	W. J. O'Neill	12	1	12 "		75 00
Lily Plain and Prince Albert	J. T. Bird	16	1	4 "	and 13 days (to Nov. 13, '00	48 00
do do	do	16	1	2 "	and 15 days (from April 16, 01	22 00
Lingham and Okotoks	H. Bescoby	23	1	12 "	"	165 00
Livingstone and Pincher Creek	T. C. Wilson	28	1	12 "	"	336 00
Loch Monar and Markland	E. Thorskinson	18	1	7 "	(from Dec. 1, '00	33 83
Loch Monar and Stonewall	W. R. Mackenzie	36	1	7 "	"	141 05
Logan and Newburn	D. N. McKenzie	13	ft'nly	12 "	"	65 00
Longburn and Macdonald	E. Brown.	5½	2	12 "	"	68 00
Loon Creek and Ste Agathe	T. Baxter.	25	1	12 "	"	170 00
Loretto and Railway Station	A. Vandrey	3½	2	9 "	(from Oct. 1, '00	54 00
Lothair and Norris	J. A. Dyer	14	2	12 "	"	260 00
Lower Brandon and Winnipeg	J. McGrath	1½	6	12 "	"	78 00
Lower Farm and Railway Station	A. Weins	½	6	12 "	"	25 00
Lower Fort Garry and Oak Hammock	C. Johnstone	9	1	12 "	"	40 00
Lower Fort Garry and Pigeon Bluff	J. Linklater	6½	1	12 "	"	24 00
Lumsden and Marriston	A. N. Jamieson	29	1	11 "	(to May 3, 01	26 84
do do	J. Marr.	29	1	1 "	from "	2 80
Lumsden and Railway Station	M. Ramsay	½	4	12 "	"	29 00
Lumsden and Tregarva	W. R. Jamieson	8	2	12 "	"	147 00
Lydden and Pelton	R. Morton	15	1	12 "	"	78 00
Lyndon and Railway Station	C. A. Lyndon	15	1	12 "	"	256 00
Lyndsall and Ninga	S. Jones	6	2	12 "	"	100 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
McCreary and Railway Station	J. Elliott	¼	4	12 months	52 00
McLean and Railway Station	A. Birnie	1/16	3	9 " (to Mar. 31, '01)	35 34
do do	H. J. Malchett	1/16	3	3 " from "	14 00
Macdonald and Railway Station	E. Brown	¼	6	12 "	117 66
MacGregor and Railway Station	G. Hay	¾	12	12 "	90 03
Macgregor and Rosehill	E. C. Hamblin	10	1	12 "	55 00
MacGregor and Wellington (round route)	F. Atkinson	20½	1	3 " (to Sept. 30, '00)	26 00
Macleod and Custom House	D. J. Campbell	½	6	12 "	25 00
Macleod and Railway Station	W. J. Davis	2	16	12 "	209 52
Macleod and Stand Off	G. Pearson	18	1	12 "	200 00
Magrath and Railway Station	A. Mercer	½	6	1 " (from June 1, 01)	12 50
Makinak and Railway Station	A. Daoust	½	6	12 "	72 00
Makinak and Ste. Rose du Lac	do	10	1	12 "	120 00
Manitou and Railway Station	J. A. M. Logan	¼	12	12 "	87 36
Manitou and Windygates	Mrs. E. Handford	37	2	12 "	486 44
Manor and Railway Station	E. Maltby	80 yds.	6	2 " and 16 days (from April 15, '01)	8 46
Maple Creek and Railway Station	J. Dixon	¼	14	12 "	146 42
Maravilla and Nesbitt	I. B. Donaldson	9	1	12 "	100 00
Margaret and Railway Station	J. Magwood	⅛	6	12 "	51 99
Margaret and St. Felix	C. Beaupré	4½	2	3 " (to Sept. 30, '00)	21 09
Mariapolis and Railway Station	C. Landry	¼	6	12 "	36 64
Mariapolis and St. Alphonse	V. Dionne	5	2	9 " (from Oct. 1, '00)	44 62
Marieton and Regina	Grassey & Dickson	53	1	3 days (to Sept. 2, '00)	10 00
Marieton and Strassburg	L. Carr	19	1	12 months	110 00
Markland and Monar	B. Thorsteinson	18	1	5 " (to Nov. 30, '00)	24 17
Marlborough and Moosejaw	J. G. Beesley	14	1	12 "	104 00
Marney and Strathclair Station	W. D. Coghlin	7	2	9 " (to Mar. 31, '01)	70 20
do do	do	7	2	3 " from "	26 00
Marquette and Railway Station	E. Tully	¼	12	12 "	98 01
Marquette and St. Eustache	H. Beaudin	8½	2	12 "	120 00
Marquette and Woodlands	J. S. Currie	9	2	12 "	146 00
Mather and Railway Station	W. G. Fulford	½	12	12 "	51 96
Meadow Creek and Railway Station	J. J. Duck	12	2	9 " (to Mar. 31, 1901)	140 40
do do	do	12	2	3 " from "	78 00
Meadowvale and Plympton	E. Hayward	4	2	12 "	70 70
Medicine Hat and Railway Station	F. F. Farr	½	26	12 "	372 35
Medicine Hat and Steerford	F. Kennedy	80	mthly	12 "	200 00
Medora Station and Railway Stn	I. C. Dandy	¼	6	12 "	40 76
Melbourne and Railway Station	F. W. Creasey	½	2	6 " (to Dec. 31, 1900)	13 00
do do	A. H. Graham	½	2	6 " from "	13 00
Melfort and Prince Albert	J. M. Campbell	94	1	9 " 22 d. (to Apl. 22, 1901)	148 45
do do	W. McDonald	94	1	2 " 8 d. (from Apl. 22, 1901)	135 06
Melita and Railway Station	G. W. Dodds	½	6	12 "	128 16
Mendiebl and Yorkton	W. Janzen	30	1	2 " from May 1, 01	12 50
Menteith and Railway Station	J. S. Brown	½	3	12 "	78 00
Methven and Railway Station	J. Dickey	½	12	12 "	135 00
Methven and Wawanesa	S. Avison	4	3	12 "	124 80
Miami and Ogawaka	F. Angers	7	1	12 "	85 00
Miami and Railway Station	F. A. Collins	½	6	12 "	60 00
Melnaport and Railway Station	S. W. Shaw	1	4	12 "	208 00
Midway and Railway Station	W. Reeves	½	6 & 12	1 " (to July 31, 1900)	3 20
Milestone and Railway Station	E. Carlson	125 ft.	14	12 "	39 04
Milestone and Sunrise Valley	H. Townsend	55	mthly	8 " (from Nov. 1, 1900)	64 00
Millbrook and Winnipeg	E. Carruthers	45	2	3 d. (to March 3, 1901)	302 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Millbrook and Winnipeg	W. Kaminski	45½	2	3 mos. 28 d. (from Mar. 3, 1900)	147 50
Mill Creek and Willow Range	T. Irvine	5½	1	12 "	52 00
Millet and Catching Post	B. A. Van Meter	12½	3	1 " 20 d. (to Aug. 20 1900)	6 73
do do	do	420 yds	4	10 " 11 d. (from Aug 20, 1900)	62 65
Millward and Morley	J. McDougall	3	2	12 "	101 00
Millwood and Railway Station	H. V. Bailey	1½	4	12 "	69 98
Minnota and Railway Station	D. Rowan	200 yds	6	9 " (from Oct. 1, 1900)	58 50
Minnomas and Railway Station	F. J. Rice	11	2 & 4	12 "	62 15
Minnedosa and Railway Station	H. B. Armitage	1½	6	12 "	174 00
Minnedosa and Rolling River	D. Cameron	15	1	12 "	75 00
Minnedosa and Scandinavia	E. Halpenny	20	1	1 " (to July 31, 1900)	7 48
do do	do	20½	1	11 " from	95 33
Minnewakan and Rabbit Point	C. E. Brault	4	2	12 "	49 50
Minnewakan and Scotch Bay	M. Doherty	15	1	12 "	87 33
Minto and Railway Station	J. Brown	2½	6	12 "	31 20
Moffat and Wolseley (round route)	E. A. Banbury	21	2	12 "	124 00
Melmo and Rapid City	D. Dick	8	1	12 "	63 00
Melson and Railway Station	S. T. H. Tighe	1½	12	12 "	53 56
Monar and Stonewall	W. R. Mackenzie	36	1	5 " (to Nov. 30, 1900)	107 92
Montmartre and Wolseley	A. H. De Tremandan	18	1	12 "	99 00
Moosejaw and Pioneer	E. N. Hopkins	8	1	12 "	70 00
Moosejaw and Point Elma	C. E. Rigden	15	1	12 "	95 00
Moosejaw and Railway Station	C. A. Gass	¼	33	2 " (to Aug. 31, 1900)	73 00
do do	J. H. Grayson	¼	21	10 " from	254 75
Moosejaw and Wood Mountain	F. D. Houson	134	mthly	12 " and extra trips	109 70
Moosomin and Railway Station	G. Sims	¼	12	12 "	173 50
Moosomin and Redpath	J. Deavitt	47	1	11 " 6 d. (to June 6, 1901)	308 24
do do	R. H. Bobier	47	1	24 days (from June 6, '01)	21 76
Moosomin and Rossett	H. Hyde	19	1	12 months	125 00
Morden and Nelson	J. A. Nelson	10½	2	10 " 6 days (to May 6, 1901)	127 33
do	H. G. Elliott	10½	2	1 " 25 d. (from May 6, 1901)	21 75
Morden and Railway Station	J. H. Dunsford	¼	12	9 " (to Mar. 31, 1901	117 00
do do	J. Wright	¼	12	3 " from	39 00
Morden and Wakeham	H. Bayliss	16	2	12 "	150 00
Morinville and St. Albert	T. Meunier	36	1	12 "	204 17
Morley and Railway Station	W. Graham	100 yds	14	12 "	73 00
Morrisgeau and Railway Station	J. Blackstock	½	1	6 " (from Jan. 1, 1901	13 00
Morris and Railway Stations	J. J. C. Nichols	¼ & ½	15 & 6	6 " (to Dec. 31, 1900	50 87
do do	R. Spence	¼ & ½	15 & 6	5 " from	109 10
do do	R. Enright	¼ & ½	15 & 6	1 " from	15 93
Mountain Mill and Pincher Creek	A. Scobie	10	1	12 "	104 00
Murrell and Railway Station	A. McLean	¼	12	12 "	178 00
Myrtle and Railway Station	A. McDonald	½	6	12 "	82 47
Nanton and Railway Station	J. D. Norrish	7	1	12 "	125 00
Naronka and Railway Station	A. Cates	¼	12	9 " (to Mar. 31, 1901	260 00
do do	A. E. Slater	¼	24	3 " from	60 00
Neepawa and Custom House	J. Dodds	240 yds	6	3 " (from Apl. 1 1901	12 00
Neepawa and Railway Station	G. Stewart	¼	6	1 " (to Jan. 31 1901	12 00
do do	H. R. Rutledge	¼	12	11 " from	286 22
Neepawa and Riding Mountain	H. Cook	18	1	12 "	99 00
Newdale and Railway Station	J. H. Brown	¼	12	11 " (to May 31, 1901	142 00
do do	J. Watson	¼	12	1 " from	12 50
Newdale and Railway Station	A. R. Fanning	¼	6	12 "	78 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division. &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
New Finland and Whitewood....	F. Kennedy.....	19½	1	12 months	127 00
New Oxley and Railway Station ..	Leeds & Elliott.	5	2	12 "	169 00
Ninette and Railway Station.....	J. Overend	¼	6	12 "	49 92
Ninga and Railway Station.....	G. Robinson....	½	12	12 "	159 97
Niverville and Railway Station . .	T. Armstrong..	½	6	9 " (from Oct. 1, 1900)	91 50
Norman and Railway Station.....	A. McQuarrie.	25 yds	12	12 "	145 00
North Portal and Railway Station.	W. H. Dorsey ..	¼	14	12 "	96 16
Notre Dame de Lourdes and Rathwell.....	M. A. Theroux.	8	2	12 "	99 00
Oakburn and Shoal Lake.....	J. A. Hamilton.	11¾	2	12 "	179 51
Oak Lake and Railway Station . .	R. L. Hood.....	½	12	12 "	166 81
Oaknook and Venlaw	F. Dowkes.....	8	1	12 "	52 00
Oak River and Railway Station ...	J. Little.....	¼	6	12 "	50 99
Oak River and Totonka.....	T. Cleaver..	10	1	1 " (to July 31, 1900)	6 17
do do	J. H. Stewart, jr	10	1	11 " from " . . .	64 16
Oakville and Railway Station...	W. V. Anderson	½	6	4 " (to Oct. 31, 1900)	10 50
Ochre River and Railway Station..	J. Waite.....	¼	6	12 "	38 99
Ogilvie Station and Railway Station	G. E. Doherty	½	2	12 "	52 00
Okotoks and Railway Station.....	J. Paterson....	½	6	12 "	60 19
Olds and Railway Station.....	J. W. Silverthorn	⅛	8	12 "	75 67
Olds and Red Lodge	R. O. Silverthorn	11	2	9 " (to Mar. 31, 1901)	101 25
do do	J. P. Strong	14	2	3 " from	52 00
Osler and Railway Station.	J. S. Grant....	¼	4	12 "	36 39
Otterbourne and Railway Station..	J. Bourgeau ..	½	6	9 " (from Oct. 1, 1900)	45 50
Otterbourne and St. Malo.....	J. Cadotte ...	15½	2	1 " (to Oct. 31, 1900, termination of contract) . .	18 54
Otterbourne and St. Pierre.....	do ..	6	3	5 " 19 d. (to June 9, 1901).....	70 17
do do	do	6	3	21 d. (from June 9, 1901).	8 65
Otthon and Yorkton.....	L. Levins	15	1	12 months	50 00
Otto and Seamo.....	J. E. Westdal..	8	1	12 "	40 00
Oxbow and Railway Station.....	T. Decker	½	6	12 "	78 60
Oxdrift and Railway Station.	A. Beatty	½	3	12 "	56 00
Parkbeg and Railway Station..¶	J. McFadyen..	1/16	7	12 "	25 07
Parkissimo and Railway Station .	D. Rowan	200 yds	6	18 trips...	4 50
Pasqua and Railway Station.....	D. Dustan.....	½	6	12 months	104 10
Pegnus and Silkirk	S. Anderson..	6½	2	12 "	97 48
Penhold and Railway Station	G. Fleming...	½	6	12 "	156 00
Penrith and Virden.....	D. McKinnon .	25½	1	9 " (to Mar. 31, '01).	97 50
do do	A. Cameron .	25½	1	3 " from " . . .	39 00
Pense and Railway Station.....	S. G. Marling.	½	12	12 "	95 32
Pense and Stony Beach.	do .	17	1	12 "	145 00
Pettapiece and Railway Station .	W. L. Thomas	200 ft.	6	12 "	50 00
Pettapiece and Westwood.....	G. Brown	6	1	7 " 21 days (from Nov. 10, 1900)	33 34
Pheasant Forks and Wolseley .	A. Johnson...	40	2	12 "	675 00
Pierson and Railway Station	J. F. Dandy....	½	6	12 "	68 76
Pigeon Lake and Railway Station .	A. Lafreniere	9½	3	12 "	160 00
Pilot Mound and Railway Station..	J. M. Fraser...	¼	12	12 "	100 00
Pincher Creek and Railway Station	J. Nesbit	4	12	12 "	605 83
Pincher Creek and Yarrow . . .	C. T. Berry .	24	1	11 " (to May 31, 1901)	174 16
do do ...	T. F. Upton...	24	1	1 " from " . . .	16 67
Pine Lake and Red Deer	B. P. Allard .	21	1	9 " (to Mar. 31, 1901)	112 50
do do	C. W. Goetz ..	21	1	3 " from " . . .	65 00
Pine Valley and Railway Station .	P. Palmason. .	7	1	1 " 23 days (from May 9, 1901)..	8 00
Pipestone and Railway Station....	W.G.N. Porteous	½	6	12 "	44 86

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Pipestone and Stadson	W.G.N.Perrons	10	1	12 months	84 00
Plumas and Railway Station.	G. Willis	½	6	3 " (to Sept. 30, 1900)	8 25
do do .	S. Buchanan .	½	6	3 " to Dec. 31, 1900)	8 25
do do .	C. A. Kitson	½	6	6 " from	16 50
Plumas and Tupper . .	S. Buchanan	6	1	6 " (to Dec. 31, 1900)	32 50
do do	C. A. Kitson	6	1	6 " from	32 50
Plum Coulee and Railway Station..	J. I. Bargen	½	12	12	100 00
Pomeroy and Roland.	J. Sutton	5	1	12 " . .	55 00
Ponoka and Railway Station ..	F. E. Algar.	½	8	12 " . . .	94 00
Poplar Point and Railway Station..	G. M. Jackson .	½	12	12 " . . .	125 04
Poplar Point and St. Marks	J. Forbister. .	12	1	10 (to Apr. 30, 1901)	50 00
Poplar Point and St. Ambroise	do . .	17	1	2 (from May 1, '01)	13 33
Portage la Prairie and Custom House	W. W. Miller.	½	6	12 "	36 00
Portage la Prairie and Railway Station C.N.R.	do ...	1	6	12 " . . .	78 00
Portage la Prairie and Railway Station C.P.R. and M. & N.W...	R. Ferguson .	½	26	12 " . .	200 58
Portage la Prairie and Railway Station (N.P.R.)	do ...	½	10	12 "	69 97
Portage la Prairie and Street Letter Boxes . . .	E. Ridler .	1½	20	9 " (from Oct. 1, '01).	269 78
Port Arthur and Railway Station	T. Mead	½	14	12 " .	214 05
Prairie Grove and Railway Station.	R. Dunlop....	14	2	9 " (from Oct. 1, 00)	78 00
Prince Albert and Railway Station.	E. Gibson	½	4	12 " .	150 00
Prince Albert and Regina.	C. E. Coleman	246 8	2	7 " 12 days (to Feb. 12, 1901)	32 21
do do	R. J. Burdett...	246 8	2	1 " 16 days (to Mar. 31, 1901)	5 63
do do	E. J. Foster	246 8	2	3 " from	14 16
Prince Albert and Shell Brook.....	J. Bird	35	1	12 " .	187 00
Princess and Waskada Station ...	W. H. Clements.	6	2	27 days (to Oct. 27, 1900	8 00
do do ...	W. H. Hotham	6	2	8 months 4 days (from Oct. 27, 1900)..	70 37
Qu'Appelle and Qu Appelle Station	C. Fetherstonhaugh ...	18	6	12 " .	440 00
Qu Appelle and Wishart	T. Murray	17½	1	12 " .	495 00
Qu Appelle Station and Railway Station. . . .	W. L. Wait....	½	12	12 .	177 23
Rancleyate and Solsgarth . .	E. B. Hall . . .	23	2	7 " 8 days (from Nov. 23, 1900	177 75
Rapid City and Railway Station	W. Dick . . .	3	6	12 "	113 99
Rathwell and Railway Station .	T. C. Forbes	½	12	12 "	150 00
Rat Portage and Railway Station	J. O. Brady.	½	14	12	292 05
Rayburn and Railway Station..	G. Mann	½	12	12 .	175 00
Red Deer and Railway Station..	H. H. Gaetz..	½	8	12 "	166 74
Red Jacket and Railway Station.	E. Anderson	½	3	12	97 08
Regina and Custom House. . . .	Cunningham Bros	½	6	12 .	78 00
Regina and Railway Station. ...	W. Ryder	½	30	12	288 00
Regina and St. Marys .	D. Hannan	18	1	3 " (to Sept. 30, 1900)	11 00
Regina and Wascana . .	W. Hayward.	12	1	12 .	143 00
Reston and Railway Station .	W. R. Russell	20 ½	12	6 " Dec. 31, 1900)	2 00
do do	D. C. Campbell.	20 ½	12	6 . from	8 00
Reston and Railway Station . .	W. H. McDonald.	½	6	12	39 00
Rivers and Ste. Anne de Clones .	J. Hay . . .	7	1	8 (from Nov. 1, 00	23 00
Ridgeland and Railway Station .	W. A. McIntosh	½	3	9 (from Oct. 1, 00	72 96
Rivers and St. Lazare . . .	S. J. St. Germain	7	2	9	70 20
Roland and Railway Station. ..	W. H. Lowe .		6	12	78 00
Rossburn and St. Malo . . .	J. Colard . .	11	1	12	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rosebank and Railway Station	A. H. Baker	1/2	6	12 months	31 20
Rosenfeld and Railway Station	S. B. Acheson	1	24	12 "	135 01
Rosenort and Railway Station	I. Harms	3	2	2 " (to Aug. 31, 1900)	4 32
do do do	do	4 1/2	2	11 " from "	63 92
Rossburn and Solsgirth	H. E. Cooper	15 1/2	2	4 " 22 days (to Nov 22, 1900)	66 98
Rosser and Railway Station	H. J. Beachell	1/2	12	12 "	69 87
Rosthern and Railway Station	W. Rempel	1/2	4	12 "	29 99
Rosthern and Tiefengrund	J. J. Dyck	15 1/2	1	12 "	65 00
Rosthern and Waldheim	H. H. Wiebe	16	1	12 "	85 00
Rouleau and Railway Station	G. Allison	1/2	2	9 " 19 days (to April 19, 1901)	55 25
do do	S. R. Johnston	1/2	7	2 " 11 days (from April 19, 1901)	18 00
Rounthwaite and Railway Station	E. S. Shearer	1/2	6	12 "	78 00
Routledge and Railway Station	L. Lambourn	1	3	12 "	31 20
Royal and Railway Station	C. Bohemier	5	2	12 "	89 99
Russell and Railway Station	A. Clee	1/4	4	12 "	103 31
Russell and Shellmouth	R. L. Yeates	14 1/2	2	12 "	320 00
Russell and Snake Creek	A. Newton	13 1/2	1	12 "	100 00
Rutherford and Sidney	D. Bryans	9	1	12 "	75 00
St. Adolphe and Railway Station	U. Delorme	2	2	9 " (from Oct. 1, '00)	48 74
Ste. Agathe and Railway Station	R. Olivier	1	12	12 "	125 04
Ste. Anne des Chenes and Steinbach	J. Grouette	31 & 30	2	3 " (to Sept. 30, 1900)	143 00
Ste. Anne des Chenes and Railway Station	A. Bernier	1	6	9 " (from Oct. 1, '00)	93 60
St. Boniface and Winnipeg	M. Toupin	1	18	12 "	303 00
St. Charles and Winnipeg	W. R. Sinclair	8	3	12 "	156 00
St. Claude and Railway Station	J. P. Bernier	1/2	12	12 "	93 60
St. Jean Baptiste and Ry. Station	F. Parenteau	1/4	12	12 "	45 03
St. Leon and Somerset	P. Payette	7	2	12 "	98 00
St. Malo and Railway Station	W. Gladu	6	3	2 " (to Nov. 30, 1900)	17 30
do do	J. Gladu	6	3	7 " from "	41 00
St. Malo and Winnipeg	A. Jerome	45	2	3 " (to Sept. 30, 1900)	161 25
St. Norbert and Railway Station	P. M. Morin	1/4	12	12 "	60 00
St. Ouens and Catching Post	H. A. Gibson	1/2	7	12 "	50 14
St. Vital and Winnipeg	J. Nisbet	5 1/2	2	12 "	60 00
Saddle Lake and St. Paul de Metis	J. A. Therien	20	monthly	12 "	39 00
Saddle Lake and Whitford	G. G. Mann	25	do	12 "	45 00
Saltcoats and Railway Station	E. Bolton	1/4	6	12 "	135 01
Sapton and Tyndall	G. Pruden	6 1/2	1	4 " (to Oct. 31, 1900)	15 00
do do	A. J. Peterson	6 1/2	1	8 " from "	34 67
Saron and Catching Post	E. Schunke	500 yds.	4	1 " (from June 1, '01)	2 04
Saskatchewan Landing and Swift Current	W. Larocque	30	1	12 "	300 00
Saskatoon and Railway Station	Mrs. M. J. Powe	1	4	1 " (to July 31, 1900)	12 75
Saskatoon and West Saskatoon	do	1	4	2 " 14 days (to Oct. 14, 1900)	32 25
do do	A. Bowerman	1	4	8 " 17 days (from Oct. 14, 1900)	74 50
Savanne and Railway Station	J. H. Campbell	50 ft.	12	4 " (to Oct. 31, 1900)	8 34
do do	A. Baxter	1/4	12	8 " from "	68 48
Seamo and Vestfold	A. M. Freeman	7	1	12 "	46 00
Selkirk and East Selkirk Railway Station	G. S. Dickenson	2 1/4	14	12 "	189 37
Selkirk and Winnipeg	G. Stephenson	25 1/2	6	12 "	645 00
Sewell and Railway Station	G. Kellett	1/4	12	12 "	60 00
Shackland and Thornhill	J. Clang	7 1/2	2	12 "	125 00
Shellmouth and Tumbell	J. C. Langford	20	1	12 "	119 00
Simperkay and Starbuck	G. E. Dechene	7	1	12 "	60 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Shoal Lake and Railway Station..	C. S. Castell	¼	6	12 months	81 79
Sidney and Railway Station	T. Babb	¼	12	12 "	87 36
Sifton and Railway Station	J. Kennedy	¼	4	12 "	29 00
Silver Plains and Railway Station	W. Elliott	¼	6	12 "	19 97
Sinclair Station and Railway Station	J. Milton	¼	6	10 " (from Sept. 1, 00	22 70
Sinclair and Sinclair Station	J. F. McLaren	7	1	3 " (from Apr. 1, '01)	12 50
Sintaluta and Railway Station. ..	G. Barber	¼	12	12 "	113 30
Solsgirth and Railway Station	J. C. Anderson	¼	6	12 "	60 00
Somerset and Railway Station	A. Garneau	¼	6	11 " 6 days to June	
do do	R. W. McMorrow	¼	6	6 00 ..	35 57
				24 days from	2 44
Souris and Railway Station	J. Cherry	¼	28	12 months	300 20
Starbuck and Railway Station	G. E. Dechene	¼	6	12 "	108 30
Steinbach and Railway Station	G. F. Friesen	8½	3	9 " (from Oct. 1, '00	157 95
Sterling and Railway Station	J. S. Brandley	¼	3 & 6	12 "	72 20
Stockton Station and Railway Station	N. Falls	¼	12	12 "	100 00
Stonewall and Railway Station	W. J. Bell	¼	6	12 "	62 60
Stonewall and Wavey Bank	J. Shaw	9½	1	12 "	65 00
Stony Mountain and Railway Station	J. Gunn	1½	6	12	119 38
Strathclair Station and Railway Station	J. Craig	¼	6	12 "	78 97
Summerberry and Railway Station.	W. Linnell	¼	6	12 "	95 32
Summerland Whitewood	G. M. Reade	33	1	12 "	204 00
Swan Lake and Railway Station	J. S. Rice	¼	6	12 "	50 00
Swan River and Railway Station	H. Harley	¼	2	12 "	75 20
Swan River and Thunder Hill... ..	R. Lyons	18	ftnly.	12 "	104 00
Swift Current and Railway Station	Mrs. M. Vaudreuil	¼	14	12	112 55
Tache Station and Railway Station	A. B. McCay	¼	12	12 "	25 00
Tetlock and Yorkton	W. J. Newton	35	1	9 " (to Mar. 31, 01	140 28
do do	E. F. Betts	35	1	3 " from	63 25
Teulon and Railway Station. ..	W. C. McKinnell	¼	6	12	48 15
The Landing and Westbourne	J. Goundry	¼	6	12	149 76
Thornhill and Railway Station	W. Bradley	¼	12	12 "	93 60
Treesbank and Railway Station	J. H. Clark	¼	12	3 " to Sept. 30, 00	19 99
do do	F. L. Irwin	¼	12	9 " from	59 98
Treherne and Camille	W. J. Parker	26 & 23	1	12	257 40
Treherne and Railway Station	R. L. Alexander	¼	12	12 "	149 00
Turtle Mountain and Whitewater.	P. S. Kellar	4	3	12 "	117 00
Tyvan and Railway Station	J. Healy	¼	12	3 " to Sept. 30, 00	12 48
do do	W. G. Hancock	25 yds.	12	9 " from	35 44
Underhill and Railway Station	J. U. Johnson	¼	6	9 " from Oct. 1, 00	54 04
Union Point and Railway Station	J. Gratton	¼	2	12 "	40 78
Valley River and Railway Station	R. Bailey	¼	4	12	80 00
Vermilion Bay and Railway Station	J. S. Killam	17	7	12	364 00
Virden and Railway Station	J. A. Bakeman	¼	12	12	197 40
Virden and Woodnorth.	A. Cameron	10	1	12	40 00
Wapella and Railway Station	C. J. Leitch	¼	14	12	90 72
Waghorn and Railway Station	W. Lawton	¼	4	12	100 00
Walsh and Railway Station	C. D. Strong	¼	14	12	90 72

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Manitoba Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Wapella and Fairmede	W. J. Tudge	46	1	4 mos. (to Oct. 31, '00)	65 00
do do	C. Tudge	46	1	8 " from " "	130 00
Wapella and Railway Station	E. P. Benoit	¼	12	12 "	172 09
Waskada and Waskada Station	J. Reid	2½	2	1 " (to Oct. 31, '00)	6 50
do do	L. Wilson	2½	2	4 " (to Feb. 28, '01)	26 00
Waskada Station and Railway Station	W. H. Hotham	½	4	9 " (from Oct. 1, '00)	32 00
Wawenesa and Railway Station	W. S. Foster	¼	6	12 "	89 96
Westbourne and Railway Station	A. E. Smalley	¼	12	12 "	275 40
West Saskatoon and Railway Station	A. Bowerman	150 yds	4	11 " (from Aug. 1, '00)	42 37
Wetaskiwin and Railway Station	P. A. Miquelon	½	8	12 "	108 16
Weyburn and Railway Station	W. H. Hunt	¼	7	12 "	89 42
Whitemouth and Railway Station	J. Monilaws	¼	12	12 "	134 00
Whitewater and Railway Station	W. Rolston	¼	12	12 "	102 96
Whitewood and Railway Station	J. Charlton	¼	12	12 "	190 14
Willoughby and Railway Station	M. McLeod	1	1	12 "	78 00
Willow Range and Railway Station	A. B. Manning	35 yds.	3	12 "	25 99
Winkler and Railway Station	B. Loewen	¼	12	12 "	124 16
Winnipeg and Railway Stations (C.P.R. and N.P.R.)	W. R. Sinclair	½ & ¼	90 & 18	12 "	2,076 27
do do	J. A. Wheeler			1 extra trip	2 00
Winnipeg Parcel Delivery	W. R. Sinclair			Special service	60 00
Winnipeg Transfers	J. Sheppard	¼		12 "	468 00
Winnipeg and Street Letter Boxes	Alloway & Champion	28½	21	12 "	780 00
Winnipeg and Sub Post Offices	do		21	12 "	624 00
Winnipegosis and Railway Station	E. Hartmann	½	4	12 "	52 50
Wolseley and Railway Station	J. P. Dill	¼	12	12 "	173 50
Wood Bay and Railway Station	M. Campbell	¼	3	12 "	80 00
Woodside and Railway Station	J. Sharp, sr.	1¼	1	12 "	30 00
Yellow Grass and Railway Station	P. Wilson	¼	4	12 "	81 25
Yorkton and Railway Station	J. B. Ball	¼	6	12 "	93 60
				Total	$94,086 92

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

MONTREAL POSTAL DIVISION.

Detail of all payments for Mail Transportation in Montreal Postal Division, made within the Year ended June 30, 1901.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abbotsford and Farnham	J. P. Rochebeau	3	3	12 months	65 00
Abbotsford and Railway Station	P. St. Pierre	½	12	12 "	72 00
Abbotsford and St. Pie	do			Special trips	3 50
Abercorn and East Pinnacle	G. H. Armstrong	3½	3	12 months	50 02
Abercorn and Railway Station	M. L. Jenne	½	12	12 "	80 00
Acton Vale and Railway Station	B. Gregoire	½	18	12 "	95 00
Acton Vale and St. Theodore	E. Lincourt	4	7	12 "	134 16
Adamsville and Railway Station	D. Lauze	½	12	12 "	74 00
Ahuntsic and Pont Viau	A. Primeau	½	12	12 "	48 00
Aird, Clarenceville and Miranda	H. L. Smith	4	3	6 " (to Dec. 31, 00)	37 50
do do	M. J. Burwort	4	3	6 " from "	50 00
Allan's Corners and Carnside	P. Barr	4	3	1 " and 14 days to Aug. 14, 00	6 35
Allan's Corners and Railway Station	do	1	12	12 "	80 00
Anderson's Corners and Dewittville	E. Anderson	4	3	12 "	100 00
Ange Gardien and Railway Station	R. Beaudry	½	12	12 "	38 00
Augustin and St. Alphonse de Granby	E. E. Forgues	4	6	12 "	100 00
Arundel and Crystal Falls	C. Eaton	7	2	12 "	70 00
Arundel and Railway Station	W. Thompson	6	2	12 "	90 00
Asbestos Corner and Railway Station	O. A. Proulx	½	12	9 " (to Mar. 31, 01)	33 75
do do	U. Heroux	4	3	3 " from "	11 25
Asbestos Corner and Westbury	A. Stacey	4	3	12 "	40 00
Athelstan and Railway Station	W. Saunders	1½	6	12 "	40 00
Averys and Pointe au Chene	A. McPhee	7	3	12 "	75 00
Avers Flat and Kingsmount	M. L. Geddes	6	3	12 "	75 00
Ayers Flat and Railway Station	S. S. Worthen	1	12	12 "	60 00
Baie d'Urfe and Railway Station	A. Vallee	½	12	Part of seasons, 1900,1901	20 00
Baldwin's Mills and Corliss	W. K. Baldwin	3	6	12 months	90 00
Barbe St. Rose and Sainte Rose	F. Casson	4	2	8 " and 10 days to Oct. 22, 00	34 94
Bas de Sault and Sault au Recollet	A. Delorme dit Lemay	3	3	12 "	65 00
Beauharnois Railway Station and Beauharnois	L. Legault	1	12	Part of seasons, 1900,1901	50 00
Beauharnois and Melocheville	A. Laplante	3	6	12 months	140 00
Beauharnois and Railway Station	A. Lefebvre	½	24	3 " (to Sept. 30, 00)	37 50
do do	D. Benard	½	6	9 " from "	50 62
Beauharnois and St. Etienne	A. Lefebvre	5	6	3 " (to Sept. 30, 00)	40 00
do do	P. Tessier	5	6	9 " from "	120 00
Beauharnois and St. Martine	J. E. Poirier	½	3	12 "	37 50
Beauport and Railway Station	J. B. Martineau	2 miles	6	12 "	90 00
Beauport and Petit Cap	G. S. Rudd	½	6	12 "	37 50
Beauport and Railway Station	C. H. Mortimer	½	12	12 "	75 00
Beauport Mills and Railway Station	J. Deschamps	150 feet	12	6 " (from June 1, 01)	37 50
Beauport Mills and Valinourn	C. Ouellette	3	2	6 " (from Jan. 1, '01)	15 00
Beauport and Valley Field	E. Rapin	18 miles	6	12 "	140 00
Beauport Station and Railway Station	A. D. Gauthier	220 yards	18	12 "	270 00
Beauport Village and St. Hilaire Station	F. Ledoux	1	12	12 "	100 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Beranger and Dunham	S. Cook	4	12	12 months	60 00
Berthier and Railway Station	F. X. Piché	24	19	12 "	204 23
Berthier and St. Ignace	P. Moreau	3½	6	12 "	90 00
Berthier and Sorel	S. Valois	5	12 & 7	12 "	300 00
Berthier Junction and St. Elizabeth	C. Lavallée	8	6	12 "	148 00
Bethel and South Durham	J. Mallette	5	3	12 "	80 00
Bethany and Roxton Falls	W. Lancaster	5½	3	12 "	100 00
Birchton and Railway Station	R. Bridgette	¾	12	12 "	50 00
Birchton and Sand Hill	R. E. Labarée	4	3	12 "	75 00
Bishop's Crossing and Brookbury	J. H. Leonard	5½	6	12 "	185 00
Blue Bonnets and Railway Station	A. Doré	½	12	6 " (to Dec. 31, '00)	52 50
do do	M. Doré	½	12	6 " from "	52 50
Bois de Filion and St. Therese	M. Chapleau	4	2	12 "	40 00
Bolton Forest and Eastman	A. Dingman	2	3	9 " (to Mar. 31, '01)	37 50
do do	C. H. Dingman	2	3	3 " from "	12 50
Bolton Glen and Knowlton	M. H. Hunt	4	3	12 "	59 28
Bon Conseil, Carmel and Railway Station	C. Boisvert	3½	12 & 6	12 "	124 00
Bondville and Foster	W. A. McIntosh	4	6 & 3	3 " (to Sept. 30, '00)	46 80
do do	H. A. Martin	4	6 & 3	9 " from "	93 75
Bordeaux and Railway Station	G. Picard	150 yds	18	12 "	25 00
Bordeaux and Sault au Récollet	C. Picard	2½	12	12 "	150 00
Borgevaux and Ormstown	O. Bergevin	4½	2	12 "	42 00
Bourbonville and Railway Station	A. Beneur	133 yds	18	12 "	72 00
Bourget and Montreal	P. Frigon	5	6	6 " (to Dec. 31, '00)	25 00
do do	A. H. Frigon	5	6	6 " from "	25 00
Boulogne and St. Eugene	E. Dupuis	4½	6	6 " (to Dec 31, '00)	40 00
do do	L. Carpentier	4½	6	6 " from "	50 00
Bout de l'Isle and Charlemagne	H. Belhumeur	1½	12	12 "	200 00
Bout de l'Isle and Maisonneuve	Montreal Terminal Railway Co	11 & 6	12	12 "	500 00
Boynton and Fairfax	H. W. Smith	4½	3	12 "	65 00
Boynton and Railway Station	A. R. Hills	¼	12	12 "	60 00
Brigham and Farnham Centre	R. Clark	2	6	12 "	95 00
Brigham and Railway Station	J. Harrison	¼	12	12 "	48 00
Britannia Mills and Railway Station	H. Guilbert	60 yds	12	12 "	25 00
Britonville and Hazel Land	J. Pollock	2½	2	12 "	20 00
Britonville and Morin Flats	do	3½	3	12 "	48 00
Brome and Sutton Junction	M. P. Eldridge	3½	6	3 " (from April 1, 01)	14 33
Brome and Turkey Hill	G. M. Sweet	5	2	12 "	50 00
Brome Centre and West Brome	E. Devlin	5	6	12 "	160 00
Brompton and Brompton Falls	H. Addison	4	3	12 "	80 00
Brousseau Station and Railway Station	G. Dumontet	10 acres	12	12 "	45 00
Brownsburg and Mount Maple	J. Mason	3½	2	12 "	52 00
Brysonville and Railway Station	F. G. Dunning	6 rods	12	12 "	20 00
Bulwer and Railway Station	A. Sanborn	30 yds	12	8 " (to Feb. 28, '01)	24 00
do do	H. E. Duke	30 yds	12	4 " from "	12 00
Burrill's Siding and Railway Station	C. Burrill	200 yds	12	1 " (from June 1, '01)	0 83
Burrill's Siding and Shawenegan	do	4½	6	11 " (to May 31, '01)	55 00
Cainsside and Railway Station	J. Cousineau	3	6	1 " 17 dys. to (Aug. 31, '00)	7 66
Calumet and Railway Station	S. J. Hambly	100 yds	24	12 "	60 00
Canterbury and Scotstown	R. Groom	5	2	12 "	60 00
Capelton and Eustis	M. Barrett	1½	12	12 "	65 00
Capelton and Railway Station	S. L. Stafford	550 yds	24	3 " 19 days to Oct. 19, '00	23 91
do do	E. Galvin	550 yds	24	8 " 12 days (from Oct. 19, '00)	56 09

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.			Amount.
							$ cts.
Caribou and Lachute	M. Campeau	10	6	12	months		300 00
Caribou and Morelea	J. Fitzgerald	2	2	12			50 00
Caribou and Pointe Fortune	J. Lamarque	1	6	12			46 80
Caribou, Pointe Fortune and Railway Station	do	1	6	12			120 00
Caribou and St. Andrews	M. Campeau	2	6	12			7 00
Carillon Pontiac Valley and Railway Station	J. C. DeMontigny	1	6	12			100 31
Cascades Norway and Admiral's Dock Junction	N. A. Casson	1	6	12			70 00
Casselman and Max Bank	J. McGibbon	24	6	12			600 00
Cedars and Railway Station	J. O. Cadieux	3	12	12			148 00
Chamby Basin and Railway Station	A. Barrette	1	18	12			70 00
Chambly Canton and Railway Station	P. Clair	1	18	12			120 00
Chantelle and Rawdon	J. A. Mann	17	3	12			180 00
Charlemagne and L'Assomption	J. Belhumeur	9	6	12			240 00
Charlemagne and East Clifton	H. E. Carrus	13	2	12			40 00
Charrettville and Les Patrie	M. Labbe	9	3	12			112 50
Chateauguay and St. Philippe	J. Donaldson	2	3	12			46 50
Chateauguay and Railway Station	A. Desparois	1	12	12			120 00
Chatham and St. Zepherin	H. Costengray	5	3	12			84 00
Cherry River and Magog	R. A. Buzzell	4	3	12			50 00
Christieville and Railway Station	E. Christie	2	6	12			30 00
Clarenceville and Lacelle Railway Station	M. J. Burwort	4	6	12			313 00
Clarenceville and Wolfe Ridge	do	4	3	12			46 00
Clyde's Corners and Carr's Crossing	J. Smart	3	6	9	(9 Mar. 31, '01)		82 50
do do	J. O'Connor	3	6	3	from "		27 50
Coaticook and Gosselin's Mills	L. Gosselin	19	6	12			512 00
Coaticook and Ladd's Mills	M. J. Ladd	2	3	12			50 00
Coaticook and North Coaticook	J. Menel	11	12	12			85 00
Coaticook and Railway Station	P. Gahan	1	12	12			48 00
Coaticook and Rock Island	X. A. Gagnac	20	6	12			150 00
Como and Oka	E. Ouellette	4	6	Part of 12 months 1900, 1901			73 15
Connaught Railway Station	E. N. Chapman	1	12	12 months			60 00
Compton and Martinville	J. M. Thompson	6	6	12			180 00
Compton and Railway Station	R. L. Craig	12	6	12			30 00
Contrecoeur and Railway Station	C. St. Jean	7 miles	18	12			76 00
Contrecoeur and St. Denis	L. Dion	8	12	12			278 40
Coopers and Flanders	A. J. Harvey	4	3	12			46 00
Corbeau and Island Brook	X. Morin	10	6	12			174 00
Cornwall and Railway Station	S. J. Oggilvie	1	30	12			100 00
Corners Corner and La Guerite	M. Smith	1	12	12			100 00
Cornwall and Cassels	A. Bouchard	2	2	12			30 00
Cornwall and Fregnier	J. C. Gordon	2	6	12			70 00
Cornwall and St. Regis	L. Thomas	6	2	12			70 00
Corner des Lac Railway Station and Cotton Landing	D. E. Pleasant	7 & 3	12 & 6	12			300 00
Cotton Landing and Railway Station	G. Gendron	2	25	12			100 00
Cotton Landing and St. Zotique	C. Montreuil	2	6	6	(6 Dec. 31, '00)		30 00
Cote les Neiges and Montreal	R. Jones	4	6	12			140 00
Cote les Neiges West and St. Laurent	L. Sauvageau	2	6	12			140 00
Cote Ridge and Cote St. Vincent	M. St. Jacques	5	6	12			100 00
Cote St. Edouard and Point Claire	O. Berger	7	3	12			70 00
Cote St. Louis and Victoria	L. M. Morin	3	6	6	(6 Dec. 31, '00)		30 00
do do	O. Pigeon	3	6	3	(3 Mar. 31, '01)		15 00
do do	S. Morin	3	6	3	from "		15 00
Cowan Hill and Victoria	W. Orr	2	6	12			70 00
Cowansville and Railway Station	G. Sicard	1	24	12			144 00
Cressy and Robinson	W. Ross	3	2	12			30 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Dalesville and Lachute	H. M. Hillaker	6	6	12 months	168 00
Dalesville and Louisa	W. Watchorn	5	2	12 "	52 00
Dalesville and St. Michel de Wendover	L. Gagne	11	2	12 "	87 25
Dalhousie Station and Railway Station	W. Brodie	120 yds.	12	12 "	35 00
Dalling and Racine	P. M. Carlin	6	3	12 "	140 00
Danby and St. Christine	F. X. Legrand	4½	6	12 "	129 00
Danville and St. George de Wendover	C. Clement	11	6	12 "	270 00
De Lorimier and Montreal	M. A. Campeau	3½	12	12 "	668 00
Dell and Scotstown	M. J. McDonald	50	2	12 "	70 00
Derby Line, Rock Island and Railway Station	H. A. Channel		24	12 "	75 00
Dewittville and Railway Station	J. Holiday	¼	12	12 "	100 00
Dixie Railway Station and Summerlea	G. A. Cunningham	¼	12	12 "	75 00
Dixville and Railway Station	B. R. Baldwin	¼	12	12 "	60 00
Dorval and Railway Station	D. Descary	1½	12	12 "	100 00
do do	do	1½	6	Part of seasons 1900, 1901	16 66
Douglastown and Napierville	N. Pare	2	3	12 months	40 00
Drummondville and Melbourne	M. Demanche	24	6	12 "	148 00
Drummondville and Railway Station	J. F. Picotin	¼	24	12 "	87 64
do do	do	¼	12	12 "	43 44
Drummondville and St. Majorique	B. Lafond	6	3	8 " 16days from Oct. 15, 1900)	53 39
Dunboro and Sweetsburg Railway Station	H. L. Webster	4	6	4 " (to Oct. 31, 1900)	32 00
Duncan Station and Railway Station	P. Paul	2 acres	6	12 "	20 00
Dundee and Railway Station	J. Tyo	¼	12	12 "	100 00
Dundee Centre and St. Agnes Railway Station	T. Rowley	2	6	12 "	65 00
Dunham and East Dunham	J. G. Wales	3½	6	4 "	38 33
Dunham and Stanbridge East and Stanbridge Station	R. Boomhower	13 & 7	6	3 " (to Sept. 30, 1900)	136 50
do do	W. Turnbull	13 & 7	6	9 " from "	378 77
Dunkin and Mansonville Railway Station	R. G. Crowell	3	6	12 "	75 00
East Angus and Linda	D. B. Hall	1½	3	12 "	50 00
East Angus Railway Station	J. Planche	350 yds.	12	12 "	40 00
East Bolton, Bolton Centre and Chamelle	D. J. Randall	8½	6 & 3	12 "	250 00
East Clifton and Railway Station	H. E. Cairns	2½	6	12 "	112 00
East Dunham and Sweetsburg Railway Station	J. G. Wales	6½	6	8 " from Nov. 1, '00)	200 00
East Farnham and Railway Station	G. C. Mansfield	1	12	12 "	150 00
East Hereford and Railway Station	J. Aubertin	¼	12	12 "	60 00
Eastman and Railway Station	A. E. Blunt	300 yds.	24	12 "	40 00
Eastman and St. Etienne de Bolton	L. Backand	5	6	9 " (to Mar. 31, '01)	93 75
do do	P. Deedles	5	6	3 " from "	37 50
Eaton and Railway Station	L. A. Ledourveau	¼	12	9 " (to Mar. 31, '01)	90 00
do do	H. Stone	¼	12	3 " from "	30 00
Echo Vale and Railway Station	J. P. Jones	33 yds.	12	12 "	25 00
Echo Vale Railway Station and Phopolis	G. Stewart	8	6	12 "	225 00
Egypte and St. Ephrem d'Upton	C. D. Chaput	8½	6	12 "	245 00
Emileville and St. Pie	C. Masse	1	6	12 "	52 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period	Amount.
					$ cts.
Farnsboro and West Shefford	J. Enright	2	3	12 months	52 00
Farndon and Railway Station	G. Kennedy	250 feet.	12	12 "	50 00
Farnham and Magenta	P. Desandy	5	2	12 "	52 00
Farnham and Railway Station	W. F. Chesquette	200 yds.	12	12 "	140 00
Farnham and St. Sabine	J. Barriere	6	6	12 "	85 00
Farnham and St. Cesaire	J. Chesquette			Special trips, snow block ade	1 70
Farnham and Stanbury	C. G. Kennedy	8	2	12 months	72 00
Fontenoy and Melbourne	S. Fraser	6	2	12 "	48 00
Foster and Railway Station	E. C. Inglis	4	24	12 "	40 00
Foster and Waterloo	G. Stevens			Special trip, snow block ade	18 00
Franklin Centre and Hemmingford	W. Ryan	16	6	12 months	395 00
Franklin Centre and Huntingdon	J. R. Copland	20	6	12 "	494 00
Franklin Centre and Stanstead	S. Hunt	2	6	12 "	70 00
Frelighsburg and North Pinnacle	G. C. Chatburn	6	3	12 "	89 50
Frelighsburg and St. Armand Station	A. Shelters	16	6	12 "	350 00
Frelighsburg and Sweetsburg	C. S. Boright	13½	6	12 "	340 00
Frost Village and Waterloo	A. McInnes	2½	6	12 "	96 00
Fulford and Laroche	R. Armstrong	3	3	12 "	50 00
Fulford and Railway Station.	H. Booth	1	12	12 "	60 00
Gaboon and Gould	M. Morrison	5½	2	12 "	42 00
Garland and St. Chrysostome	J. Dallaire	4	3	12 "	39 00
Gaspardine and Hereford	F. Delage	3½	2	12 "	34 00
Genesta and St. Thomas	J. Gordon	3½	2	12 "	64 58
Georgeville and Magog	N. D. Candlish	10	6	12 "	188 00
Georgeville and Magoons Point	W. H. Brewster	5½	2	12 "	52 00
Georgeville and Smith's Mills	C. Hutchins	12	6	12 "	248 00
Georgeville and Wharf	W. M. Keyes	100 yds.	12	Part of season, 1900	15 00
Geraldine and Stockwell	C. E. M. Newman	3½	2	12 months	32 00
Girard and Railway Station	D. Sgnori	70 yds.	12	12 "	24 00
Glen Ivor and Shertbrooke	L. McIver	7½	3	12 "	88 00
Glen Sutton and Railway Station	F. H. Crowell	½	12	12 "	60 00
Gore and Railway Station	E. T. McManus	½	12	3 " to Sept. 30, '00	2 50
do do	F. W. Burrill	½	12	9 " from	30 00
Gould and North Hill	N. McDonald	11	2	12 "	42 00
Gould and Red Mountain	C. Smith	5	2	1 " (to July 31, '00)	3 35
do do	A. G. McKay	5	2	11 " from	55 00
Gould and Scotstown	E. Roberge	7½	6	9 " (to Mar. 31, 01)	135 00
do do	D. H. Morrison	½	12	3 " from	85 80
Gould Station and Railway Station	M. Morrison	½	12	12 "	60 00
Granton and Railway Station	W. Graham	12 acres	12	12 "	60 00
Grandmere and Granby	P. Goyette	12½	3	12 "	90 00
Granby and Railway Station.	C. H. Murray	½	18	12 "	156 00
Granby and Ste. Cecile de Milton	W. T. Norris	9½	6	12 "	200 00
Granby and Shefford Mountain	G. W. Williams	0½	3	12 "	78 00
Granby, Savage's Mills and Routh Reston	G. F. Payne			Special trip, snow block ade	60
Granby and West Shefford	G. W. Williams			2 special trips	3 00
Grand Ligne and St. Blaise	J. Perron	1	12	12 months	80 00
Grenville and Harrington East	F. W. Wade	17	2	12 "	218 75
Grenville and Railway Station.	L. Champagne	2	18	12 "	70 00
Hackerton and Hemmingford	T. Kenney	4½	3	12 "	75 00
Hall's Stream and Hereford	W. J. Ellis	5	2	12 "	80 00
Hall's Stream and Railway Station	H. R. Bean	30 rods	12	12 "	24 00
Hardwood Flat and Robinson	W. R. Todd	3½	2	12 "	29 00
Harrington and Rivington	D. McIntosh	5	2	12 "	75 85

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week		Period.	Amount.
						$ cts.
Hatley and Railway Station	H. W. Perry	3½	6	12	months	115 00
Helena and White's Station	H. J. Donnelly	4	6	12	"	144 00
Hemmingford and Roxham	J. P. Simpson	6	2	12	"	45 00
Henrysburg and Lacolle	J. Giroux, sr.	8½	3	12	"	95 00
Henryville and Stanbridge Station	E. Dupont	8	6	12	"	354 13
Holton and St. Clothilde	F. Dextras	2	6	12	"	90 00
Honoreville and St. Cesaire	H. Neven	3	3	12	"	75 00
Howick, Railway Station and St Chrysostome	A. Buteau	9½	18 & 6	12	"	249 00
Huberdeau and Railway Station	J. Labonté	4 acres	3	12	"	30 00
Hudson and Railway Station	A. Vipond	½	12	12	"	40 00
Hudson Heights, Hudson and Railway Station	A. W. Mullan	¾	24 & 12	12	"	50 00
Hunterstown and Louiseville	A. Paillé	17	6	12	"	230 00
Huntingdon and New Erin	J. Walsh	5	2	9	"	30 00
Huntingdon and Ry. Sta'n (N.Y.C.)	M. H. Moir	¼	6	1	24 days from May 8, 1901)	6 08
Huntingdon and Railway Station	J. C. McMillan	1	18	12	"	125 00
Iberville and Railway Station	H. Mailhot	½	36	12	"	150 00
Iron Hill and West Shefford	W. Moffitt	6½	6	12	"	160 00
Island Brook and New Mexico	E. Dawson	4½	3	12	"	58 50
Isle au Noix and Stottville	W. Hetier	3	12	12	"	102 00
Isle Bizard and Railway Station	W. Desjardins	3½	12	12	"	175 00
Isle Perrot and Ste. Anne de Bellevue	J. Montpetit	5¼	6	12	"	185 00
Johnville and Railway Station	R. A. Smith	76 yards	12	8	" (to Feb. 28, '01)	24 00
do do	A. Lindsay	76 yards	12	4	" from "	15 00
Joliette and Lanoraie Ry. Station	W. Robillard	8	6	4	" (to Oct. 31, '00)	49 33
Joliette and Railway Station	J. Mireault	½	12	10	" (to Apr. 30, '01)	170 96
do do	J. O. Lavoie	½	24	2	" from "	25 00
Joliette and St. Lugson	M. Arbour	9	6	12	"	253 50
Joliette and Ste. Melanie	J. Massicotte	14	6	12	"	275 00
Joliette and St. Paul d'Industrie	A. Perreault	4	6	12	"	60 00
Katevale and North Hatley	C. G. Tremblay	4½	4	12	"	106 64
Kent and Robinson	A. McLennan	8½	3	12	"	96 00
Kelso and Trout River Station	D. A. McFarlane	3½	6	12	"	198 00
Kildare and St. Beatrix	J. Gaudet	17	6	9	" (to Mar. 31, '01)	279 75
do do	do	17	6	3	" from "	180 00
Kilkenny and St. Hermas	G. Giroux	3½	2	12	"	50 00
Kingsbury and Melbourne Bridge	E. Magnault	5½	3	12	"	150 08
Knowlton and Foster	F. A. Knowlton		....		Special trip, Mar. 13, '01)	1 30
Knowlton and Railway Station	A. E. Kimball	¼	12	12	months	45 18
do do	F. A. Knowlton		....		Special service, Feb. 31, new blockade	2 88
Knowlton, Sutton Junction and Railway Station	Lloyd & Hall	7	12	11	mos. (to May 31, '01)	258 30
Knowlton, Sutton Junction and Foster Junction	G. W. Hall	7 & 6	12 & 6	1	from June 1, '01)	20 80
Knowlton and West Bolton	C. W. Beals	3	3	12	"	55 08
Knowlton Landing and South Bolton	L. G. Greene	4½	6	12	"	145 08
Knowlton Landing and Wharf	L. P. Knowlton	300 yds.	12		Part of season 1900	15 00
LaRance and Nicolet	D. Martel	9	6	12	months	165 72
LaRance and Pierreville	do	9	6	12	"	213 30
LaRance and St. Zephirin	F. Bélisle	8	6	10	" (to Apr. 30, '01)	131 67
do do	D. Martel	8	6	2	" from "	31 14

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Laberge and St. Martine Railway Station	C. Primeau	2½	3	9 mos (to Mar. 31, '01)	37 50
L'Acadie and Railway Station	F. F. Bourgeois	16 acres	12	12 "	90 00
Lac Bellemare and Shawenigan	S. Dufresne	9	2	12 "	85 00
Lachenaie and Terrebonne	O. Briere	14	6	12 "	120 00
Lachine Locks and Railway Station	J. B. Richer	5	12	12 "	75 00
Lachine Rapids and Railway Station	D. Dunberry	2	6	12 "	100 00
Lachine Station Letter Box and Grand Trunk Station	S. Young		12	12 "	30 00
Lachute and Lachute Mills	A. Lafleur	1	18	12 "	90 00
Lachute and Lakefield	F. Rogers	9	3	12 "	111 00
Lachute and Railway Station	H. M. Gall	4	24	12 "	72 00
Lachute and Shrewsbury	G. Robinson	14½	3	12 "	147 74
Lac Masson and St. Emile de Montcalm	A. D'Orsi	10	2	12 "	95 00
Lac Masson and St Marguerite Railway Station	W. Lacasse	4	3 & 6	12 " and arrears	83 75
Lac Nantel and Railway Station	D. Whelan	100 yds	12	12 "	24 00
Lacelle and Odelltown	J. Gray	3	3	12 "	60 00
Lake Megantic and Railway Station (Can. Pac.)	J. Berube	½	18	12 "	64 00
Lake Megantic and Railway Station (Q. C.)	do	300 yds	12	12 "	26 00
Lake Megantic and Railway Stations (C. P. and Q. C.)	do	6	7	12 " and arrears	100 80
Landerville, Ormastown and Railway Station	J. Murphy	14	5 & 18	12 "	218 00
Lanctaux and Railway Station	J. B. Bourdon	6	6	12 "	100 50
L'Annonciation and L'Ascension	R. Clement	12	1	12 "	52 00
La Patrie and Notre Dame de Bois	L. Cote	9	6	12 "	219 75
La Patrie and Scotstown	do	9	6	12 "	293 75
La Patrie and West Ditton	J. Lambert	3	1	12 "	12 00
La Prairie and Railway Station	C. Gauthier	1½	12	12 "	74 00
La Prairie and Railway Station	E. Lavarre	½	18	12 "	66 25
La Presentation and Railway Station	M. Leclair	6	6	12 "	150 00
Larose Station and Lost River	W. Fraser	10	3	12 "	135 00
Larose Station and Railway Station	A. Larose	125 feet	12	12 "	40 00
L'Assomption and L'Epiphanie Station	J. Chesman	7½	6	9 from Oct. 31, 00	158 70
L'Assomption and St. Sulpice	H. Theau	23	18	12 "	234 00
L'Assomption and St. Sulpice	J. Girard	5	6	12 "	148 48
La Trappe and Oka	N. Fauteux	½	6 & 12	12 "	125 00
Laurel and Lost River	M. McCluskey	6	2	12 "	60 00
Lawrenceville and Railway Station	A. Lavigne	8 acres	12	12 "	70 00
Lawrenceville and St. Calixte de Kilkenny	P. Charrand	10	3	6 " (to 31st Dec., '00	64 00
do do	G. Lance	10	3	6 " from	64 00
Lawrenceville and St. Jolicoeur	A. Lavigne	12	6	3 " (to Sept. 30 '00	72 50
do do	J. Brouillette	12	6	9 " from	217 50
Lawrenceville and St. Thomas	W. Lawrence			Snow bl'kade, Mar. 29, '01	60 00
Lavaltrie and Railway Station	J. Grenier	8	6	12 months	105 00
La Visitation and St. Monique	D. Lafond	4	3	12 "	45 00
Lawrenceville and Railway Station	P. Hamel	½	12	12 "	78 00
Lawrenceville and Rochelle	M. Guilmain	3	3	12 "	40 00
Leeds Village and Marbleville	W. S. Brown	7	2	12 "	40 00
Lemoyne Creek and Milloy	S. J. Powers	5	6	12 "	50 00
Lennoxville and Railway Stations (C. P. & G. T.)	E. W. Abbott	70 yds	12	12 "	60 00
do do (C. P. & B. M.	do	"	24	12 "	120 00
Lennoxville and Spring Road	I. Parnell	4	2	13 "	26 00
Leopold and Morin Flats	J. Thompson	6	2	7 " (to Dec. 1, 00	28 00
Leopold and Shrewsbury	do	6	2	5 " to Nov. 30, 00	25 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
L'Epiphanie and Railway Station..	A. Lamarche	3	18	12 months	123 00
L'Epiphanie and St. Jacques	G. Forest	12½	12	12 "	400 00
L'Epiphanie and St. Roch	C. Perreault	6	6	12 "	110 00
Longue Point and Railway Station.	J. Chevalier	3	12	12 "	160 00
Longueuil and Railway Station ...	L. Mainville	3	24	12 "	100 00
Louiseville and Nancy	R. Caron	6	2	12 "	50 00
Louiseville and Railway Station...	P. Lefebvre	16 acres.	19	12 "	147 25
Louiseville and St. Ursule	A. Sevigny	5½	6	12 "	84 00
McLeod's Crossing and Railway Station	J. McDonald	½	6	12 "	45 00
Mabel and Stayner ville	F. Lahaie	3	2	12 "	30 00
Magog and Railway Station	W. Jamieson	4	12	12 "	70 00
Maisonneuve and Montreal	A. Menier	3½	18	12 "	450 00
Malmaison and Notre Dame de Stanbridge	A. D'Avignon	3	6	12 "	120 00
Malvena and Railway Station	F. Roy	¾	6	12 "	48 00
Mansonville and Province Hill	S. Sargent	4	3	12 "	65 00
Mansonville and Railway Station.	B. C. Sisco	21	6	12 "	60 00
Mansonville and Vale Perkins. ...	J. M. Alex	5½	3	12 "	60 00
Maple Leaf and Sawyerville	J. W. Planche	4½	6	12 "	150 00
Marieville and Railway Station....	S. Duclos	½	18	12 "	65 00
Marieville and Rougemont	A. Brisbois			Special trips, snow bl'kade	1 00
Marieville and St. Cesaire	P. Denis			" " "	1 70
Marlington and Stanstead Junction.	W. H. Gay	4½	6	12 months	105 00
Mascouche and Mascouche Rapids.	J. Carmichael	3½	3	12 "	90 00
Mascouche and Railway Station...	T. Beauchamp	1½	12	12 "	60 00
Mastigouche and St. Gabriel de Brandon	J. O. Héinault	8	2	12 "	100 00
Melbourne and Richmond	G. T. Ry			Special trips	7 92
Melbourne and Richmond	S. Cross	15	12	12 months	198 00
Melbourne and Upper Melbourne..	A. E. Main	8	13	12 "	80 00
Milan and Railway Station	J. D. Morrison.	0·15	12	12 "	24 00
Milan and Valfracine	R. Boulanger	9	3	12 "	80 00
Milan and Whitwick	M. McLeod	5	2	12 "	50 00
Mile End and Outremont Junction.	N. Houle	2	6	12 "	30 00
Miletta and Railway Station	M. A. Murray	145 yds.	6	12 "	10 00
Mille Isles and St. Jerome	W. Elliott	12	3	12 "	200 00
Minton and North Hatley	N. E. Fish	24	3	12 "	60 00
Mirabel and St. Hermas Station	A. Beloni	1½	6	12 "	64 60
Mitchell Station and Ry. Station	E. Defosé	½	12	12 "	30 00
Mongenais, St. Justin and Railway Station	J. Sauvé	3	6 & 12	12 "	209 87
Montfort and Railway Station	M. Boulaire	4 acres.	12	12 "	36 00
Mont Morin and Railway Station..	I. Deschamps	150 feet.	12	6 " (to Dec. 31, '00)	17 50
Mont Morin and Valmorin	C. Ouellette	3½	2	6 " " "	26 00
Montreal and Mount Royal Vale..	O. Filion	4½	18	12 "	521 13
Montreal and Railway Stations	A. Daignault	71 & 79	6 & 10	12 "	1,667 75
Montreal Railway Station and Receiving Houses Transfers	A. Daignault			Spl. trips, Oct. & Dec. '00	24 37
do do	Can. Transfer Co			" Oct. 12, '00	2 25
do do	A. Bissonnette			" Dec. 24-25, '00.	15 38
do do	C. A. Dumaine & Co.			" Dec. 24-25, '00.	318 97
Montreal Letter Carriers Service	Mon. St. Ry. Co.			12 months	3,000 00
Montreal Receiving Houses and S. L. Boxes	A. Menier			12 " (less fine, '01)...	5,567 38
Montreal and St. Cunegonde	F. Baiziere	1½	6	12 "	396 00
Montreal and St Eustache	U. Viau	21½	6	12 "	645 00
Montreal and St. Gabriel de Montreal	J. Turner	2	18	9 " and 6 dys. (to Ap. 6, '01)	206 91

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ ct.
Montreal and St. Leonard de Port Maurice	J. Gervais	8½	6	12 months ...	396 00
Montreal and Steamboat Wharf	A. Daignault	½	12	Part of seasons 1900, 1901	127 10
Montreal South and Ry. Station	L. Sabatier	½	12	12 months	10 00
Montreal West and Ry. Station	A. Dewitt	80 yards	24	12 "	60 00
Morin Flats and Railway Station	J. Morrow	6 acres.	12	9 " (to Mar. 31, 1901)	30 00
do do	M. Cutting	6 acres.	12	3 " from do	12 00
Morin Flats and St. Adolphe de Howard	F. X. Bertrand	9	2	12 "	60 00
Mount Johnson and Versailles	A. T. Moquin	4	6	12 "	150 00
Napierville and Stanfold	P. Bourgeois	7	12	12 "	240 00
New Erin and Railway Station	J. Walsh	9	6	3 " (from Apl. 1, '01)	15 00
New Glasgow and St. Jerome	F. Langlois dit Traversie	9	6	12 "	390 00
New Rockland and Richmond Station	E. Mignault	8½	6	12 "	300 00
North Georgetown and Railway Station	C. Turcotte	½	6	12 "	60 00
North Hatley and Railway Station	H. G. Bassett	½	12	12 "	70 00
North Stukely and Railway Station	J. Marchessault	1½	12	12 "	100 00
North Sutton and West Brome	M. E. Darbe	2	3	12 "	45 00
Norton Creek and Railway Station	A. St. Marie	9½	24 & 6	12 "	280 00
Notre Dame de la Merci and St. Donat de Montcalm	W. Ritchie	11¼	2	12 "	95 00
Notre Dame de la Merci and St. Emile de Montcalm	J. Provost	9	2	12 "	90 00
Paquette and Railway Station	P. E. Paquette	1½	6	2 " (to Aug. 31, '00)	16 66
do do	R. Hamelin	1½	6	10 " from	83 33
Parc Laval and Railway Station	D. Vanier	50 yds.	12	12 "	50 00
Petit Brulé, St. Augustine and Railway Station	E. Meilleur	5¼	12 & 6	12 "	140 00
Petit au Chêne and Railway Station	Ada Matthews	33 yds.	12	12 "	30 00
Petit Masson head and Railway Station	E. Gagnon	100 ft.	12	12 "	10 00
Peveril and St. Justin Station	D. Menard	2½	6	12 "	100 00
Philipsburg and St. Armand Station	S. Boulen	2	12	12 "	120 00
Piedmont and Railway Station	P. Charbonneau	½	12	12 "	50 00
Pierreville and Pierreville Mills	L. C. Gauthier	4½	6	12 "	129 00
Pierreville and St. Anne	B. Cartier	17½	6	12 "	144 00
Pierreville and St. Elphège	J. Forester	7	6	6 " (to Dec. 31, '00)	80 00
do do	C. Champagne	7	6	6 " from	80 00
Pierreville and St. François du Lac	D. Lafreniere	1	3	12 "	52 00
Pincourt and Terrebonne	J. Gauthier	4	2	12 "	48 00
Pointe au Calumet and St. Joseph du Lac	J. B. Laurin	2	6	8 " (from Nov. 1, '00)	66 66
Pointe aux Trembles and River des Prairies	A. Longpré	6½	6	12 "	130 00
Pointe Claire and Railway Station	A. Brisbois	1	6	12 "	75 00
Point du Jour and St. Thomas d'Aquin	A. Giroux	3½	2	12 "	42 00
Pointe du Lac and Railway Station	A. Biron	25 acres	12	12 "	47 58
Pont Chateau and St. Clet	O. Besner	2	6	12 "	84 00
Pont de Maskinongé and Railway Station	A. Lafrenière	9 acres.	12	9 " (to Mar. 31 '01)	87 30
do do	A. Laurent	9 acres.	12	3 " from	12 50
Pont de Maskinongé and St. Justin	L. St. Cyr	5	6	6 "	87 00
do do	E. Vermette	5	6	6 "	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Port Lewis and St. Anicet. ..	S. Dupuis.....	5	3	12 months..	78 00
Primeauville and St. Martine Station.....	C. Primeau.....	2½	3	3 " (from Apl. 1, '01)	12 50
Primeauville and St. Urbain. . ..	D. Myre.....	4	6	3 " from " ..	26 75
Racine and Railway Station... .	L. Belisle.....	¾	12	12 "	50 00
Racine and South Ely.....	A. Jamieson...	¾	6	12 "	75 00
Rawdon and St. Liguori. . .	H. Hanna....	9	6	12 "	215 00
Rawdon and St. Theodore . .	E. Perreault...	14	3	12 "	115 00
Repentigny and St. Paul l'Ermite.	A. Perreault ..	2	6	12 "	80 00
Rigaud and Railway Station.	J. Charlebois...	¼	12	12 "	50 00
Rigaud and St. Redempteur . .	A. Quesnel.....	6	6	12 "	149 72
Rivière des Fèves and St. Urbain.	Z. Bergevin.....	2	3	12 "	32 00
Robinson and Railway Station....	E. Lockett.....	¾	12	12 "	75 00
Rock Forest and Railway Station	J. Simpson...	7	6	12 "	36 28
Rock Forest and Suffield	E. E. Bean....	3	3	12 "	76 00
Rosemere and Railway Station	A. Labelle.....	200 yds.	12	13 days (from June 18, '01)	0 89
Roxton East and Roxton Falls	E. Dalpe.....	5	2	12 months... . .	60 00
Roxton Falls and Acton Railway Station	F. Prefontaine..	6	6	12 "	112 15
Roxton Falls and Railway Station..	J. Masse.....	⅜	12	12 "	40 00
Roxton Pond and Granby Railway Station.....	E. Lussier ...	7	6	11 " (from Aug. 1, '00)	160 41
Roxton Pond and South Roxton..	F. Bachand. ...	3½	6	1 " (to July 31, '00)..	6 58
Russelltown and St. Chrysostome..	W. J. Costello..	3	6	12 "	80 00
St. Adèle and Railway Station....	S. Cardinal. ...	1½	12	12 "	111 99
St. Agathe des Monts and Railway Station.	J. Meunier	¾	12	12 "	50 00
St. Agathe des Monts and Ste. Lucie de Doncaster.....	N. Belanger ..	9	3	12 "	148 00
St. Agricole and St. Faustin. .	I. de Mantell..	15	1	12 "	50 00
St. Aimé and Railway Station....	P. Menard.....	9 acres.	12	12 "	55 00
St. Aimé and St. David.. . .	S. Langlois...	6	6	10 " (to Apl. 30, '01)..	145 83
do do	M. Jeanville..	6	6	2 " from " ..	29 00
St. Alexander and Railway Station	L. Pouliot.....	1	12	12 "	100 00
St. Alexis des Monts and St. Paulin	L. P. Plante..	10	6	12 "	223 00
St. Angèle de Monnoir and Railway Station.	E. Parent . . .	12 acres.	12	12 "	40 00
St. Anicet and White's Station....	P. Lapare.. .	10	6	12 "	240 00
St. Anne de Bellevue and Railway Station.....	A. St. Denis....	1	18	12 "	93 60
St. Anne de Plaines and Railway Station	D. Gaudette...	6 acres.	12	12 "	32 00
St. Anne de Sorel and Sorel....	N. Latraverse...	3	6	12 "	70 00
St. Barbe and St. Stanislas de Kotska	A. Raymond ...	4½	6	12 "	120 00
St. Barnabe and Railway Station.	F. Galipeau....	13 acres.	12	12 "	30 00
St. Barnabe and St. Elie . . .	L. Guillemette..	9	6	12 "	165 00
St. Barnabe and Yamachiche . .	I. Pelletier...	12	6	12 "	176 00
St. Barthelemi and Railway Station	T. Julien . . .	1½	12	12 "	85 00
St. Barthélemi and St. Edmond...	H. Valois....	10½	2	12 "	95 00
St. Barthélemi Station and Railway Station.....	M. Lemarbre..	10 acres.	12	12 "	15 00
St. Bazile le Grand and Railway Station	E. Lalumière...	¾	7	12 "	50 00
St. Bonaventure and St. Guillaume	I. Tessier....	7½	7	12 "	124 00
St. Brigide and and Railway Station	M. Choquette..	2	6	12 "	110 00
St. Bruno and St. Julie de Vercheres	A. Hebert....	6	7	12 "	175 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period	Amount.
					$ cts.
St. Cecile de Whitton and Railway Station	J. Belleau	½	12	12 months	60 00
St. Cesaire and Railway Station	N. Robidoux		12	12 "	40 00
St. Charles and St. Hilaire Station	J. Dupont	8	12	12 " "	288 00
St. Charles and St. Marc	H. Desjardins	1½	7	12 " "	90 00
St. Cleophas and Railway Station	A. Martineau	½	12	12 " "	50 00
St. Clet and Railway Station	M. Besner	½	12	12 " "	30 00
St. Clet and St. Martbe	A. Rouleau	6½	6	12 " "	171 00
St. Columban and St. Scholastique	M. J. Phelan	14	6	12 "	405 00
St. Come and Ste. Eucbeb. l'Energie	E. Pratus	9	6	6 " (to Dec. 31, '00)	104 50
do do	J. Riopel	9	6	6 " from	104 50
St. Constant and Railway Station	N. Longtin	½	18	12 " "	44 00
St. Cuthbert and Railway Station	E. Lessard	3	6	12 "	160 00
St. Cuthbert Station and Ry. Station	J. Marchand	5 acres.	12	12 " "	20 00
St. Cyrille de Wendover and Railway Station	C. Lavoie	3 acres.	12	12 " "	40 00
St. Damase and St. Hyacinthe	P. Blanchard	7½	6	12 "	212 00
St. Damien de Brandon and St. Gabriel de Brandon	J. Belanger	6	6	11 " (to May 31, 01)	155 83
do do	A. Denomme	6	6	1 " from "	12 25
St. David and St. Pie de Guire	Z. Labonté	8	6	12 "	149 36
St. Didace and St. Gabriel de Brandon	V. Vaillant	6	6	12 "	100 00
St. Dominique and St. Hyacinthe	R. Paradis	5½	6	12 "	275 00
St. Donat de Montcalm and St. Lin de Doncaster	I. Mousseau	15	2	12 "	100 00
St. Edouard and St. Michel de Napierville	E. Hamelin	4½	6	12 "	95 00
St. Elzear de Laval and St. Martins Junction	M. Gobeil	2	12	12 "	50 00
St. Eusebe de l'Energie and St. Jean de Matha	J. Durand	12½	6	12 "	236 74
St. Eusebe de l'Energie and St. Zenon	T. Trudeau	21	3	12	209 00
St. Eusebe Junction and Railway Station	A. Robillard	½	6	12 "	35 00
St. Eusebe de Montcalm and St. Theodore	L. Gagnere	8½	2	12 "	110 00
St. Eugene de Grantham and Railway Station	D. Belleville	3½	12	6 " (to Dec. 31, '00)	70 00
do do	H. Chamberland	3½	12	6 " from "	50 00
St. Eugene de Grantham and St. Germaine Station	E. Dupuis	8	12	6 " (to Dec. 31, '00	102 50
do do	H. Chamberland	8	12	6 " from	100 00
St. Eustache and Railway Station	G. Lauzon	6 acres.	12	12 "	48 00
St. Eustache and St. Joseph	J. B. Lauzon	11	6	12 "	300 00
St. Evariste and Railway Station	A. Perreault	30 acres.	6	12 "	70 00
St. Evariste Station and Railway Station	G. Desaulnier	4 acres.	6	8 " and 17 dys. (from Oct. 15, '00)	17 70
St. Felix de Valois and St. Railway Station	G. Gravel	½	12	12 "	100 00
St. Felix de Valois and St. Jean de Matha	M. Houle	8	6	12 "	144 00
St. Francois de Sales and Railway Station	J. Lachapelle	½	12	12 "	70 00
St. Francois Xavier de Brompton and Windsor Mills	J. Labbe	4	6	12 "	100 00
St. Gabriel de Brandon and Railway Station	T. Michaud	½	12	12 "	100 00
St. Gabriel de Brandon and St. Felix de Valois	M. E. Michaud			Special trip, [illegible]	4 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Genevieve and Saraguayville	W. Desjardins	3	3	12 months	50 00
St. Germain de Granthamand Railway Station	P. Houle	1	12	12 "	72 00
St. Hélène de Bagot and Railway Station	L. Dery	9 acres.	12	12 "	30 00
St. Henri de Montreal and Railway Station	J. B. Breault	380 yds.	36	12 "	200 00
St. Hermas and Railway Station	J. Paradis	4	6	12 "	45 00
St. Herménégilde and Villette	M. Dupont, sr.	3	2	12 "	60 00
St. Hilaire Station and Railway Station	F. Martin	100 yds.	36	12 "	100 86
St. Hilaire Station and St. Jean Baptiste de Rouville	A. Bernard	5	12	12 "	225 00
St. Hippolyte de Kilkenny and Shawbridge	A. Nadon	5½	3 & 6	12 "	110 00
St. Hubert and Railway Station	F. Robert	½	7	12 "	65 00
St. Hugues and St. Hyacinthe	P. Richard	14	6	12 "	562 50
St. Hugues and St. Marcel	L. Cloutier	7	6	12 "	180 00
St. Hyacinthe and Ry. Stn. (D.C.	M. Cordeau	¼	12	12 "	49 00
do do (G.T.)	U. H. Robert	¼	18	12 "	56 72
do do (U.C.	A. Cadorette	¼	12	12 "	80 00
St. Hyacinthe and St. Jude	do			Special service, Feb., '01,	
St. Hyacinthe and Street Letter Boxes				snow blockade	16 00
St. Isidore and Railway Station	M. Cordeau	4½	12	12 months	206 00
St. Isidore Junction and Railway Station	J. A. Faille	¼	18	12 "	108 00
St. Jacques le Mineur and St. Philippe	F. Baillargeon	100 ft.	12	12 "	28 00
St. Janvier and Railway Station	E. Boutin	5	6	12 "	170 00
St. Jerome and Railway Station	J. Desroches	18 acres.	12	12 "	50 00
St. Joachim de Shefford and Warden	E. Marchand	¼	24	12 "	100 00
do do	M. B. Bachaud	7	6	9 " (to Mar. 31, '01)	112 50
St. Johns and Railway Stations	J. Bachaud	7	6	3 " from "	48 75
St. Johns and St. Luc	W. Moore	¼	31	12 "	203 48
St. Johns and Sabrevois	M. Marsan	6	6	12 "	160 00
St. Joseph de Sorel and Sorel	A. M. White	8½	6	12 "	250 00
St. Jovite and Railway Station	F. Peloquin	1¼	6	12 "	50 00
do do	E. Belisle	20 rods.	6	6 " (to Dec. 31, '00)	17 50
St. Jovite Station and Railway Stn	J. Boivin	20 rods.	6	6 " from "	23 75
St. Jude and Railway Station	J. Longpre	83 yds.	6	12 "	20 00
St. Jude and Railway Station	W. Wilson	5 acres.	12	12 "	30 00
St. Jude and St. Barnabé	do			Special trip	5 00
St. Justine and Railway Station	J. Sauvé	3	6	9 months from Oct. 1, 00	58 50
St. Lambert and Railway Station	D. O. Davies	¼	12	12 "	36 00
St. Lazare and Railway Station	J. Montpellier	2	6	3 " (to Oct. 31, '00)	15 00
do do	O. Montpellier	2	6	3 " to Dec. 31, '00	23 75
do do	J. Besner	2	6	6 " from "	21 50
St. Louis de Bonsecours and Railway Station	A. St. Martin	9 acres.	12	12 "	40 00
St. Louis de Gonzague and Railway Station	T. Daigneault	4	12	12 "	270 00
St. Louis Station and Railway Stn	T. G. Humphrey	110 yds.	12	9 " (to Mar. 31, '01)	15 00
do do	W. Marchand	110 yds.	12	3 " from "	5 00
St. Madeline and Railway Station	S. D. Ranville	0·18	12&18	12 "	89 34
St. Malo and Railway Station	C. Breault	¼	6	12 "	120 00
St. Martin Junction and Railway Station	A. Desormeaux	15 yds.	12	12 "	24 00
St. Martine and Railway Station	P. Caron	12 acres.	18	12 "	75 00
St. Martine Station and St. Urbain	D. Mya	4	6	9 " (to Mar. 31, '01)	80 25
St. Mathias and Village Richelieu	J. B. Adam	3½	6	12 "	125 00
St. Michel de Rougemont and Railway Station	A. P. Fontaine	¼	12	12 "	60 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
St. Michel des Saints and St. Zanon	J. Prevost	12	3	12 months	149 00
St. Michel Station and Railway Station	E. Isabelle	200 ft.	6	12 "	30 00
St. Augustine and St. Augustine Railway Station	L. L. Lacroix	2	6	12 "	49 00
St. Norbert and Railway Station	H. Lapierre	3½	6	12 "	100 00
St. Norbert and St. Cuthbert Railway Station	S. Carpentier	9	6	6 " (to Dec. 31, '00)	145 00
do do	Mrs. S. Carpentier	9	6	6 " from "	145 00
St. Ours and St. Roch Railway Station	H. Perron	2½	12	6 " (to Dec. 31, '00	37 50
do do	A. Giard	2½	12	6 " from "	37 50
St. Ours Lock and St. Ours	A. Proulx	1½	6	12 "	75 00
St. Paul and Railway Station	E. Latour	1	18	12 "	120 00
St. Paul and Verdun	J. E. Pyle	1	6	12 "	60 00
St. Philippe d'Argenteuil and Railway Station	M. Leclaire	1	6	12 "	20 00
St. Philippe de Laprairie and Railway Station	F. C. Larose	6 acres.	12	12 "	72 00
St. Philippe Railway Station and Steamboat	R. Chambers	9	6	12 "	280 00
St. Philomène and Railway Station	N. Reid	2½	6	9 " (to Mar. 31, '01)	67 50
do do	F. Lauzé	2½	6	3 " from "	21 25
St. Pie and Railway Station	J. Laperle	1	12	12 "	36 00
St. Placide and St. Scholastique	A. Gratton	15	6	1 " (to July 31, '00	29 27
do do	J. Ladouceur dit de Lamadeleine	11½	6	11 " from "	206 25
St. Polycarpe and Railway Station	F. Charlotte	1	12	12 "	70 00
St. Polycarpe and St. Télesphore	J. Montpetit	5	6	12 "	149 00
St. Polycarpe Junction and Railway Station	F. Brouillard	100 yds.	12	12 "	15 00
St. Rosaire and Railway Station	O. Dupré	5 acres.	12	12 "	30 00
St. Roseine and St. Sebastien Railway Station	O. Lacombe	8	6	12 "	145 00
St. Rose and Railway Station	J. Robert	½	12 & 6	12 "	49 00
St. Sauveur and Railway Station	J. Charbonneau	1	12	12 "	37 00
St. Scholastique and Railway Station	A. Gratton	18 acres.	24	4 mons. and 22 days (to Nov. 22, '00)	31 51
do do	F. Basileau	18 acres.	24	7 mons. and 8 days (from Nov. 22, '00	48 13
St. Sebastien and Venise	T. Hunter	3½	2	12 months	50 00
St. Stanislas de Kostka and Railway Station	A. Raymond	¼	12 & 2	12 "	80 00
St. Timothée and Verchères	E. Dubuc	6	6	12 "	144 00
St. Thérèse and Railway Station	N. Rousseau		29	3 " to Sept. 30, '00	24 16
do do	Mrs. N. Rousseau		29	5 " to Feb. 28, 1901	40 26
do do	J. Forget		29	4 " from	32 21
St. Thomas de Joliette and Railway Station	H. Cuoq	10 acres.	12	8 " from Nov. 1, '00	67 58
St. Timothée and Railway Station	C. Lamoureux	¼	12	12 "	80 00
St. Vincent and Steel	A. Paulhus	9	6	12 "	97 00
St. Vincent de Paul and Railway Station	C. Hogue	20 acres.	18	12 "	324 45
St. Zotique and Railway Station	A. Lazo	2	12	6 " (from Jan. 1, '01	70 80
Savage Mills and Railway Station	E. H. Taylor		6	12 "	72 00
Sawyerville and Railway Station	H. H. Hall		12	12 "	80 00
Scott Wood and Wood Station	T. M. Donald	5½	2	6 "	40 00
Scotstown and Railway Station	R. B. Scott	¼	12	12 "	40 00
Shawbridge and Railway Station	D. Shaw	¼	12	12 "	87 57
Shawenegan and Shawenegan Falls	J. W. Aubin	6	6	9 " to Mar. 31, '01	168 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Shawenegan and Three Rivers	J. Montague	21	6	12 months	275 00
Shawnegan Falls and Railway Station	J. W. Aubin	½	12	3 " (from Apl. 1, '01)	25 00
Sherbrooke and Railway Station (B. & M.)	H. E. Channell, to pay carter			Special trips, Nov., 1900.	
do do	A. C. Miquelon, to pay			Washout on B.& M.Ry. Special trip	2 50 1 25
Sherbrooke and Railway Stations (C.P., B.M. and I.C.)	D.W.Armstrong		37	12 months	285 00
Sherbrooke, Street Letter Boxes and Sherbrooke East	do			12 "	318 40
Sherbrooke and Stoke Centre	J. Malenfant	9½	3	12 "	156 00
Sherrington and Railway Station	F. Gelinault	2½	12	12 "	120 00
Sixteen Island Lake and Railway Station	M. J. Rodger	2 acres.	6	12 "	10 00
Smith's Mills and Railway Station	C. A. Jenkins	7 acres.	12	12 "	43 68
Sorel and Railway Station (M.C.)	L. Paquin	½	12	9 " (to Mar. 31, '01)	37 50
Sorel and Railway Station (M. & S.)	do	½	18	9 " (to Mar. 31, '01)	56 25
Sorel and Railway Stations (M.C. and M.S.)	C. Robidoux	½	18& 12	3 " (from Apl. 1, '01)	49 30
Sorel and St. Anne	J. Gagnon			Special service, Feb., '01.	
South Bolton, Mansonville Railway Station and Eastman Junction	L. G. Greene	23	6 & 6	Snow blockade 12 months	16 00 545 00
South Roxton and Railway Station	A. D. Savage	75 yds.	6	1 " (to July 31, '00).	0 83
do do	do	75 yds.	12	11 " from "	18 33
South Stukely and Railway Station	W. R. Johnston	½	6	12 "	60 00
Spring Hill and Railway Station	M. McLean	250 yds.	12	12 "	35 00
Spring Hill and Stornaway	J. A. McDonald	9	6	12 "	269 00
Stanstead and Railway Station	H. A. Channell	½	24	12 "	50 00
Stanstead Junction and Railway Station	C. H. Gordon	60 yds.	24	12 "	48 00
Stayner ville and Railway Station	H. Paquin	30 yds.	12	12 "	12 00
Stornoway and Tolsta	A. McDonald	4	2	12 "	43 00
Sutton and Railway Station	D. S. Bickford	½	12	12 "	37 50
Sutton Junction and Railway Station	A. W. Westover	30 yds.	12	12 "	45 00
Sweetsburg and Railway Station	G. T. Batchelder	¼	12	12 "	35 00
Terrebonne and Railway Station	O. Lebleau	½	18	10 mos. and 14 days (to May 14, 1901)	87 09
do do	do	½	24	1 mo. and 17 days (from May 14, 1901)	17 21
Titus Station and Railway Station	T. Ward	½	12	12 months	50 00
Three Rivers and Railway Station	F. Gelinas	⅝	43	12 "	335 55
Three Rivers and Street Letter Boxes	do	3¼	18	12 "	150 00
Valcourt and Railway Station	J. Dupaul	1½	12	12 "	98 00
Valcourt and West Ely	C. Vail	7	3	12 "	100 00
Valleyfield and Railway Station (C.A.)	E. Rapan		24	12 "	39 00
Valleyfield and Railway Station (N.Y.C.)	M. Laniel	14 acres.	24	12 "	74 00
Valleyfield and Street Letter Boxes	D. Pirre	¼	6	12 "	36 00
Valois and Railway Station	P. G. Valois	3 acres.	12	12 "	60 00
Varennes and Railway Station	A. Mal	5 acres.	18	12 "	74 00
Vaudreuil and Railway Station	M. Turcotte	12 acres.	6	12 "	75 00
Vaudreuil and Railway Station	E. Gauthier	1¼	12	12 "	70 00
Verchères and Railway Station	H. L	12 acres.	18	12 "	90 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Montreal Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Versailles and Railway Station	N. Chequette	12 acres.	12	12 months	62 40
Village Richelieu and Railway Station	Z. Bessette	¼	18	12 "	67 50
Warden and Railway Station	L. E. Richardson	16 rods.	12	12 "	100 00
Waterloo and Railway Station (C. P. and C. V.)	F. Smard	¼	24	12 "	100 00
West Brome and Railway Station	C. E. Pettes	¼	12	12 "	62 40
West Stafford and Railway Station	J. Harris	¼	12	12 "	50 00
White's Station and Railway Station	W. Watson	100 ft.	6	12 "	25 00
Wickham West and Railway Station	F. Cormier	5 acres.	12	12 "	45 00
Yamachiche and Railway Station	P. Pellerin	¼	12	12 "	55 00
				Total	76,529 77

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

NEW BRUNSWICK DIVISION.

DETAIL of all payments for Mail Transportation in New Brunswick Division, made within the Year ended June 30, 1901.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Acadie and Acadie Siding	F. Daigle	7	2	12 months	70 00
Acadie and Village St. Jean	G. Gagnon	17½	1	12 "	14 50
Acadie Siding and Railway Station	A. Rustion	½	12	12 "	30 00
Adamsville and Railway Station	P. Arsenault	1/6	6	12 "	29 00
Albert and Brookton	U. Fullerton	5	1	12 "	50 00
Albert and Elgin	S. Garland	26	1	12 "	145 00
Albert and Point Wolfe	J. A. Tingley	20	6	12 "	485 00
Albert Mines and Railway Station	E. Woodworth	¼	12	12 "	40 00
Albert Ry. Stn. and Harvey Bank	C. Morris	3	12	9 " (to Mar. 31, '01).	135 00
Aldouane and Richibucto	T. Richard	8	2	12 "	55 00
Alexander's Point and Lameque	C. Chiasson	8½	3	12 "	61 00
Alexander's Point and Miscou Light House	A. W. Ward	27	3	12 "	300 00
Alexander's Point and Shippigan	R. A. Duguay	3	3	12 "	74 00
Alexandrina and Notre Dame	J. Guegnen	4	1	12 "	17 75
Alison and Moncton	J. Steeves	6½	1	12 "	27 33
Allandale and Poquiock	D. Connelly	6	1	12 "	20 00
Alma and Hastings	W. Kennie	4	1	12 "	26 00
Anagance and Corn Hill	E. Dunfield	6	2	12 "	54 00
Anagance and Elgin	E. A. Robinson	18	2	12 "	90 00
Anagance Ridge and Knightsville	T. Elliott	4	1	12 "	20 00
Anderson and Midgic Station	C. W. Hicks	11 & 16½	1	3 " (to Sept. 30, '00.)	19 48
do do	W. W. Hicks	11 & 16½	2	9 " from "	92 82
Andover and Carlingford	J. Sloat	4	2	12 "	54 85
Andover and Hillandale	A. W. Sisson	4	2	12 "	40 00
Andover and Railway Station	J. A. Perley	1	12	12 "	50 00
Annidale, Highfield and Fenwick	G. L. Hatheway	3 & 4	4 & 9	12 "	94 50
Annidale and Railway Station	J. Leonard	¼	3	12 "	20 00
Apohaqui and Erb Settlement	J. Wiles	1	4 & 9	12 "	48 00
Apohaqui, Millstream and Collina	G. H. Secord	6 & 3	6 & 11	12 "	200 00
Apohaqui and Railway Station	do	100 yds	18	12 "	62 60
Armstrong and Waterford	O. Scar	8	1	12 "	50 00
Armstrong's Brook, Jacquet River and Railway Station	W. Barclay	¼ & 2¼	6 & 12	12 "	69 66
Armstrong's Corner and Round Hill	F. A. Woods	21½	2	12 "	160 00
Aroostook Junction, Four Falls and Railway Station	D. Murchieson	¼ & 2	12 & 6	12 "	123 00
Avon's Portage and Ry. Station	F. M. Coombs	1	6	12 "	30 00
Avondale and Charleston	J. Chandlemire	10	2	12 "	64 00
Avonmore and Railway Station	W. H. Harmer	200 feet	3	12 "	25 00
Back Bay and St. George	W. E. Seely	11 & 8	3	8 " to Feb. 28, '01)	93 34
do do	A. Dewar	11 & 8	3	4 " from "	50 00
Baie Verte and Jolicure	A. A. Copp	8	3	12 "	123 75
Baie Verte and Railway Station	H. Prescott	½	12	12 "	30 00
Baillie and Meredith	J. W. Mann	4	2	12 "	32 00
Bairdsville and Beaconsfield	S. Scott	11	1	12 "	44 00
Bairdsville and River de Chute	B. H. Baird	3	3	12 "	30 00
Barnaby River and Railway Station	T. Dalton	½	12	12 "	35 00
Barnaby River and Semiwagan Ridge	M. Meagher	4	1	12 "	40 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in New Btunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ ct.
Bartholomew and Blackville.....	S. McCarthy..	4	1	12 months	20 00
Bartibog and Chatham	J. Doyle .	12	1	7 " to Jan. 31, 01	5 00
do do	do	12	1	5 " from	35 41
Bartlett's Mills and Railway Station	H. S. Little	1	6	9 " to Mar. 31, '01.	52 50
do do	J. Bartlett.	1	6	3 " from	22 50
Basswood Ridge and St. Stephen	Keys Bros	20 & 10	1	4 " to Oct. 31, 00.	31 00
do do	do	10 & 25	1	8 " from	79 33
Bath and Kelfield	H. O'Donnell. ..	135	3	12 "	85 09
Bass and Railway Station . .	T. Bolan	1	12	12 "	100 00
Bathurst and Railway Station...	G. C. Sutherland	2	24	9 " to Mar. 31, '01 less time .	167 17
do do	J. A. Payne...	2	24	3 " from	50 58
Bathurst and Street Letter Boxes	P. Wilbur . . .	14	24&18	12 "	150 00
Bathurst Village and Tetagouche River . .	A. Branch ..	10 & 8	1	12 " . . .	44 75
Bathurst Village and Youghall	A. Anderson. .	5	3	12 "	50 00
Bay du Vin, Chatham and Loggie ville . . .	A. S. Hay . .	6 & 25	2 & 6	12 " . .	325 00
Bay du Vin and Point Escuminac.	H. Allen...	23	2	12 " .	180 00
Bay du Vin Mills and Upper Bay du Vin . .	J. Flanagan	5	1	12 " .	26 00
Bayfield and Railway Station . .	F. Harper .	1	6	3 " (to Sept. 30, '00 .	18 75
do do	F. L. Raysworth.	1	6	2 " (to Nov. 30, 00).	12 50
do do	E. McGlashing	1	6	7 " from	58 92
Bayside and Fitzpatrick. . .	R. Taylor	5	1	12 "	23 00
Bayside and St. Andrews . . .	C. Mears . .	7	2	12 " .	95 00
Bayswater and Longs Cove . . .	A. Long . . .	3	3	9 " to Mar. 31, '01	50 75
do do	W. McRae. . .	3	3	3 " from	10 00
Beaconsfield and Greenhills . . .	R. Lovely	11	3	12 " .	99 00
Beaver Dam and Rexsgorms. .	W. Hanang . .	5	1	12 " .	26 00
Beaverwood and Mineral . .	J. R. Tupper	5	2	3 " and 14 days to Oct. 14, 1900	14 98
do do	do .	10	2	18 " and 17 days from Oct. 14, 1900	52 35
Beechwood and Railway Station...	E. E. Kearney..	1	12	12 " .. .	28 00
Belledune, Inchdane River and Railway Station . .	J. McCurdy ...	1 & 4	3 & 12	12 "	148 75
Belleisle and Railway Station.	A. De Villers .	125 yds.	12	12 " .	25 00
Belleisle Bay and Jones Corner	H. A. Willigar..	3	1	10 " from Sept. 1, '00	20 83
Belleisle Creek and Chipman	A. D. Northrop	...		Special trip. . . .	7 00
Belleisle Creek and Gibbons . . .	W. H. Henderson	6	2	12 months	49 00
Belleisle Creek and Imlah...	A. J. Gillies .	2	1	12 " . .	17 00
Belleisle Creek and Manvan . .	H. C. Manvan.	3	1	12 " . .	14 50
Belleisle Creek and Norton . .	H. Kierstead .			Special trip.	2 00
Belleisle Creek and Railway Station	H. E. Seaval .	1	6	12 months .	51 00
Belleisle Creek and Thomond.....	W. Henderson	4	1	12 "	16 00
Belleisle and Railway Station .	L. Ferris .	3	1	12 "	12 00
Belleisle Cove and Hopeatis Landing	G. N. Clark .	3	2	12 " . .	25 00
Bell Lemoine and St. Martins . .	F. M. Anderson	19	1	12 "	2 50
Bentley and Railway Station . .	G. Murray jr.	50 yds.	12	12 "	20 00
Berry and Spoon Cove . . .	W. Steer .	5	2	9 " to Mar. 31, '01	11 25
do do	C. Day .	5	2	3 " from	14 00
Berwick and Theriault.....	A. Theriault ..	4	2	9 " to Oct. 1, '00	18 75
Big Cove and Narrows . . .	J. W. Glendining	8	3	10 " from Sept. 1, '00	87 50
Biggar Ridge and Jemseg . . .	W. H. Staten.	1	1	12 "	13 00
Black Islands, River Charlo and Rail way Station . . .	W. Cook...	3 & 1	3 & 12	12 "	110 00
Black Point and Railway Station	S. Laughlan ..	1	6	12 "	40 00
Blacks Harbour, Pennfield Ridge and Railway Station . .	H. J. Eldridge	11 & 2	2 & 6	12 "	180 00
Blackville and Congo Dam . .	D. A. Cameron	4	1	12 "	5 00
Blackville and Goss Potter . . .	W. T. Underhill	18	1	12 "	31 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					$ cts.
Blackville Railway Station and Underhill	W. Duncan	1 & 2	12&3	12 months	70 00
Blair Athol, Dundee and Eel River Crossing	G. Wright	5 & 17	3	12 "	143 00
Blakely and Inniskillen Station	J. Blakely	3	2	12 "	45 00
Bloomfield and Railway Station	A. R. Wetmore	¾	12	12 "	56 00
Bloomfield Station and Central Norton	do	4½	3	12 "	67 88
Bocabec and St. Andrews	S. Orr	9	3	9 " (to March 31, '01)	93 75
do do	F. E. Foster	9	3	3 " from "	34 75
Bonestown and Havesville	C. W. Green	18	2	12 "	96 00
Bonestown and Parker's Ridge	A. McLellan	5	2	12 "	50 00
Boiestown and Railway Station	M. Campbell	½	12	12 "	20 00
Bon Accord and Kincardine	B. Niddrie	5	3	12 "	82 50
Bonney River Station, Elmcroft and Railway Station	J. P. Sullivan	¼ & 6	12&1	12 "	100 00
Boudreau Village and St. Joseph	F. D. LeBlanc	9	2	12 "	84 00
Boundary Creek, Railway Station and Steeves Mountain	T. C. Weldon	½ & 3½	12&1	9 " (to March 31, '01)	51 00
do do	do	½ & 3½	12&1	3 " from "	20 00
Bourgeois and Grandigne	J. P. Arseneau	4	1	12 "	28 00
Bristol and Glassville	R. Scott	9	6	12 "	200 00
Bristol and Railway Station	J. J. Hayward	½	12	6 " (to Dec. 31, '00)	20 00
do do	G. L. Davis	½	12	6 " from "	37 50
Brockway Flume Ridge and Harvey Station	T. A. Speedey	18&24	2 & 1	12 "	128 00
Brooklyn Road and Midgic Station	H. L. Richardson	3	3	12 "	45 00
Brookville Station and Railway Station	J. B. McMann	½	12	12 "	50 00
Brownsville Railway Siding and West Scotch Settlement	C. J. King	½ & 7½	3	12 "	100 00
Buctouche, Coates Mills and McLaughlan Road	W. Nowlan	15 & 5	2 & 3	12 "	223 42
Buctouche and Richibucto	A. T. LeBlanc	18	3	12 "	179 00
Buctouche and St. Edwards	L. Sawyer	6½	1	12 "	35 00
Buctouche and St. Jean Baptiste	M. McLaughlan	1½	6	12 "	65 00
Buctouche and Shediac	J. Smith	24& 26	6	12 "	345 00
Bull Moose Hill and Springfield	W. E. Benson	5	1	12 "	24 00
Burnt Church and Church Point	J. R. Davidson	4	6	12 "	92 00
Burtt's Corner, Dorn Ridge and Railway Station	C. Burtt	¼ & 5	2 &12	12 "	61 00
Butternut Ridge and Carsonville	W. A. Price	15	1	12 "	68 00
Butternut Ridge, Hicksville and Railway Station	W. H. Freeze	¼ & 4	6 & 2	12 "	60 00
Butternut Ridge, New Canaan and Forks	S. Perry	12 & 3	2 & 1	12 "	72 00
Butternut Ridge and Thorne Brook	W. H. Freeze	5	2	2 " and 3 days (to Dec. 31, 1900)	8 70
do do	S. Perry	5	2	6 from "	25 00
Caledonia and Turtle Creek	C. Steeves	18	2	12 "	97 00
Calhoun and Railway Station	T. B. Calhoun	¼	12	12 "	25 00
California and Four Falls	D. Murchison	7½	2	12 "	48 00
Cambridge and Codeys	T. F. Hetherington	8	6	12 "	225 00
Cambridge and Lakeview	R. Black	3	3	12 "	56 00
Cambridge and White's Point	C. B. Springer	2	3	12 "	62 40
Cameron's Mills and St. Louis de Kent	H. Landry	10	2	12 "	50 00
Campbell's Settlement and Lower Southampton	I. Price	8½	2	6 " (to Dec. 31, 1900)	27 00
do do	J. T. Marsten	8½	2	6 " from "	27 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.		Amount.
						$ cts.
Campbellton and Railway Station	G. Cumming	1	30	12	12 months	197 00
Campbellton and Seven Mile Ridge	do	7	1	12	"	35 00
Canaan Station and Railway Station	J. I. Bernard	½	12	12	"	20 00
Canaan Station and Sweeneyville	E. H. Budd	8 & 12	2	12	"	80 00
Canoe Island and Clifton	W. Clendinning	3	1	12	"	20 20
Canterbury Station and North Lake	G. O. McNeilly	22	2	12	"	236 51
Canterbury Station and Railway Station	J. S. Law	½	12	12	"	50 00
Cape Bald and LeBlanc	S. M. Richard	5	2	12	"	50 00
Cape de Mouelle Creek and Railway Station	J. Wilson	½	12	12	"	25 00
Cape Spear and Railway Station	A. Seamon	5	2	12	"	41 60
Cape Tormentine and Railway Station	J. R. Barry	½	12	12	"	15 00
Caraquet and Lower Caraquet	J. R. Chiasson	5	3	12	"	39 00
Caraquet and St. Simon	J. Lantagne	9	1	12	"	29 95
Caraquet and Tracadie	E. Sewell	22	6	12	"	310 00
Caron Brook and Lake Baker	M. Nadeau	6	1	9	to March 31, '01	36 00
do do	B. Ouellet	6	1	3	from "	9 00
Carrol's Crossing and Railway Station	A. O'Donnell	20 yds	12	12	"	16 00
Central Blissville and Fredericton Junction	L. Morserean	4	2	12	"	42 00
Central Hampstead and Hibernia	I. A. Gardiner	3	2	12	"	28 00
Central Waterville and Temperance Vale	R. Murdoch	3	2	12	"	37 40
Centreville and Goods Corner	C. Wilkinson	7 & 4	3	12	"	86 80
Centreville and Knoxford	W. H. Lewis	4 & 7	3	12	"	93 60
Centreville and Railway Station	L. B. Clark	5	6	9	to March 31, '01	140 25
do do	C. Wilkinson	5	6	3	from "	38 72
Centreville and Roxalton	W. H. Lewis	6	3	12	"	85 80
Chamcook Settlement and Foster's Creek	T. Morrison	5	1	12	"	29 00
Chamberd and Grand Falls	G. Poitras	4 & 6	2	12	"	88 60
Chance Harbour and Lepreaux	W. Boyne	13&15½	3	12	"	155 76
Charlo Station and Upper Charlo	W. Craig	2½	6	12	"	63 60
Chatham and Douglastield	T. King	5	1	12	"	25 00
Chatham, Baketon and Upper Bay du Vin	R. McNaughton	16&21	2 & 1	12	"	154 48
Chatham and Railway Station	T. H. Fitzpatrick	1	30	12	"	210 00
Chatham and Tracadie	P. Arsenault	54½	6	12	"	925 00
Chemsford and Railway Station	G. Harper	½	12	12	"	50 00
Cheverie and Moncton	D. R. McKinnon	43	2	8	(from Nov. 1, '00)	28 53
Chipman and Dufferin	D. Rae	4	2	8	from "	29 67
Chipman, Gaspereaux and Upper Gaspereaux	A. Darrah	5 & 8	6 & 3	12	"	190 12
Chipman and Harley Road	E. C. Branscombe	5	2	4	(to Oct. 31, 1900	20 00
do do	do	8	2	8	from "	50 00
Chipman and Kingsclear	J. Harrison	6	2	12	"	47 60
Chipman and Newcastle Bridge	C. S. Bailey	18	2	12	"	180 00
Chipman and North Forks Salmon Creek	J. A. Currie	6½	2	12	"	45 00
Church Hill and River View	E. Bayley	2	2	12	"	34 00
Clair and Fort Kent (Me.)	M. Nadeau	¾	12	12	$50 allowed by U. S. paid by	50 00
Clarendon and Gaspereaux Station	R. S. Kelley	6	2	12	"	48 00
Clarendon Station and Railway Station	G. S. Davy	½	6	12	"	40 00
Clearview and Railway Station	S. Bishop	3	6	12	"	156 00
Clifton and Grey Mills	J. Rodgers	15	3	12	"	180 00
Clifton and Lands End	W. A. Pitt	21&26	3	4	" May [illegible]	320 00
Clifton and Rothsay	G. S. Pettingell	5	6	12	"	104 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Clinch's Mills and Gooseberry Cove	R. J. Ferguson	4	2	12 months	65 00
Clinch's Mills and Little Musquash	G. Wayne	5	1	12 "	40 00
Clinch's Mills and Railway Crossing	C. F. Clinch	¼	12	6 " (to Dec. 31, 1900)	13 00
do do	F. S. Clinch	¼	12	6 " from "	13 00
Cloverdale and Cloversdale East	R. H. Morgan	4	2	8 " (from Nov. 1, '00)	26 67
Cloverdale and Smith's Corner	C. H. Wallace	2	2	12 "	45 00
Clover Hill and Sussex	R. Cole	15½	2	12 "	138 00
Coal Branch Station and Railway Station	J. T. Swift	1/16	12	12 "	48 00
Coal Creek and Coal Mines	W. L. Durland	4	2	12 "	26 00
Coal Creek and Railway Station	M. E. Weaver	¼	12	12 "	10 00
Coal Creek and Upper Coal Creek	do	4	1	12 "	25 00
Cocagne and Cocagne Cape	D. Giguen	4	1	12 "	25 00
Cocagne and Notre Dame	E. Bilodeau	6	3	12 "	90 00
Cody's and Cole's Island	E. Starkey	6 & 11	6	12 "	159 49
Cody's and Jenkins	I. V. B. Hetherington	2	3	12 "	19 51
Cold Brook and Railway Station	J. J. O'Neill	¼	12	12 "	30 00
Coldstream and Hartland	D. Brooks	5	3	12 "	75 00
Coldstream and Knowlesville	F. N. Belyea	18 & 22	3	12 "	250 00
Cole's Island and New Canaan	M. Starkey	23	1	12 "	100 00
College Bridge and Railway Station	D. F. Richard	¼	12	12 "	75 00
Collette and Rogersville	M. Giouet	4	1	8 " (from Nov. 1, '00)	13 33
Connell and Florencevills	W. A. Taylor	4	3	12 "	59 69
Connors and Month of St. Francis	E. Ouellet	3½	3	12 "	54 00
Cork Station and Railway Station	W. Murphy	⅛	6	12 "	16 00
Cormier's Cove, St. Joseph and Railway Station	V. J. Landry	1 & 2	12 & 2	12 "	92 00
Corn Hill and Petitcodiac	W. W. Price	11 & 7	1	9 " (to Mar. 31, '01)	27 98
do do	do	11 & 7	1	3 " from "	13 00
Cox's Point, Cumberland Bay and The Range	J. L. Barton	3,5 & 7½	1 & 3	9 " (to Mar. 31, '01)	49 50
Cox's Point, Cumberland Bay and The Range	do	3,5 & 7½	2 & 3	3 " from "	25 00
Cross Creek and Green Hill	A. Waugh	4	2	1 " (to July 31, '00)	2 91
do do	do	4	2	11 " from "	64 17
Cumberland Bay and Railway Station	H. O. Branscombe	¼	3	12 "	30 00
Cumberland Bay, Railway Station and Rees	D. Phillips	1 & 6	3	12 " and arrears	72 40
Cummings Cove and Fairhaven	G. Wentworth	3	3 & 2w	12 "	30 00
Curryville and Railway Station	J. A. Beaumont	¼	12	12 "	45 00
Dalhousie and Point La Nim	J. Nolan	3	3	12 "	52 00
Dalhousie and Railway Station	H. A. Johnson	¼	24	3 " (to Sept. 30, '00)	62 40
do do	J. Duncan	¼	24	9 " from "	95 46
Dalhousie Junction and Railway Station	T. Robinson	1/16	12	12 "	36 00
Damascus and Smithtown	W. B. Smith	3	1	12 "	26 00
Dawson Settlement and Hillsborough	I. S. Jonah	8	2	12 "	75 00
Debec and Monument Settlement	J. M. Hay	21 & 14	3	12 "	219 00
Debec and Railway Station	A. Harron	¼	12	12 "	31 13
Derby and Railway Station	M. Parker	¼	11	12 "	60 00
Doaktown and Railway Station	I. H. Swim	1/16	12	12 "	24 00
Dobson's Corner and Petitcodiac	E. F. Cochrane	15	2	12 "	124 00
Donegal, Waterford and Sussex	C. Crothers	8 & 12	1 & 3	12 "	201 65
Dorchester and Fairview	S. T. Blenis	3¼	1	12 "	19 00
Dorchester and Middleton	D. W. Tingley	2	6	12 "	65 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Yearly Trips per Week.	Period.	Amount.
					$ c.
Dorchester and Railway Station	S. W. Tingley	½	36	9 mos. (to Mar. 31, 01)	145 50
do do	do	½	36	3 " from "	87 50
Dorchester and Rockport	A. G. Read	12	2s 3w	12 "	144 00
Dorchester and Woodhurst	D. Card	5	1	12 "	25 00
Dorchester Crossing, Railway Station and Sackville	P. S. Pelkeram	¼ & 2½	2	12 "	55 00
Douglas and Railway Station	E. Curtis	½	3	12 "	30 00
Douglastown and Newcastle	D. P. Doyle	5	6	12 "	120 00
Dover and Moncton	T. Steeves	15	3	12 "	135 00
Downeyville and Hatfield's Point	E. Kelliher	7	2	12 "	56 00
Downeyville and Tracadie	J. W. Poole	12 & 3	4	6 (to Dec. 31, '00)	28 94
do do	W. L. Puckett	12 & 3	4	3 " (to Mar. 31, '01)	14 46
do do	do	12	2	3 " from "	19 75
Doyles Brook and Railway Station	J. Gratton	4	3	12 "	70 00
Doyles Settlement, Lerne and River Louison	T. Hayes	2 & 7	1 & 2	12 "	54 00
Dungarton Station and Railway Station	W. Saunders	½	6	12 "	40 00
Dungiven and Memramcook	E. W. Toole	4	1	12 "	25 00
Dupuy's Corner and St. André de Restigouche	A. Landry	....	1	1 " (to Feb 6, 01)	7 70
Durham Bridge and Railway Station	R. Abernethy	½	12	12 "	85 00
Durham Centre and Jacquet River	W. M. Furlotte	1½	12	12 "	62 00
East Newbridge and Woodstock	E. Hartin	7½	2	12 "	88 00
Edmundston and Railway Station	A. Babin	½	12	12 "	55 00
Edmundston and Upper Madawaska	D. Sirois	3	6	12 "	24 00
Eel River Crossing and Railway Station	D. Cook	½	12	12 "	50 00
Elgin and Fir Grove	T. Carty	4	1	12 "	20 00
Elgin and Flint Hill	J. C. Goddart	17 & 12	2	12 "	125 00
Elgin and Pleasant Mount	C. Henderson	5	1	12 "	35 00
Elgin and Railway Station	J. Garland	½	6	12 "	24 71
Elgin and River View	A. Geldart	3	1	12 "	24 00
Ellenstown and Millerton	J. Tweedie	4½	2	12 "	30 00
Elmsdale and Railway Station	J. H. Dyer	½	12	12 "	60 00
Elm Tree and Railway Station	N. H. Roy	1	12	12 "	40 00
Emerson and Ford's Mills	J. McG. Powell	4	2	3 " and 14 days (to Oct. 14, '00)	15 75
do do	do	8	2	8 " and 17 days (from Oct. 14, '00)	55 75
Emigrant Road and Railway Station	T. Sweeney	1½	3	12 "	27 00
Enmore and Grand Falls	C. O Regan	35	1	12 "	50 00
Enmore Station and Railway Station	B. McAloon	½	6	12 "	28 00
Exmore and Red Bank	F. Murphy	3	1	12 "	20 00
Fairville and Railway Station	C. J. Tilton	½	18	12 "	7 00
Fenwick and Sheba	E. Robinson	6	2	12 "	40 00
Fergusons Point and Main Post Road	W. Ferguson	½	6	12 "	40 00
Fernhill and Hillside	R. Colwell	2	1	12 "	20 00
Fredericton and Railway Station	W. Gibbs	½	6	12 "	45 00
Fredericton and Lower Greenfield	A. Shannon	35	3	12 "	65 00
Fredericton and Railway Station	E. McMullin	1	12	12 "	4 00
Fredericton and Upper Woodstock	I. Drost	10	3	12 "	54 00
Fredericton East and Upper Pool	N. Moore	1	6	12 "	30 00
Foley Brook and Salmonhurst	J. Poulsen	5	2	12 "	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week	Period.	Amount.
					$ cts.
Forest Hill and Main Post Road	G. T. Steeves	4	2	12 months	18 00
Forks and Ida	C. Keirstead	5	1	12 "	15 00
Four Roads and Inkerman	M. Gibbs	3½	2	12 "	35 00
Fox Creek and Moncton	J. J. Godette	12	3	12 "	99 51
Fredericton and Hanwell	D. Goodine	10	1	12 "	60 00
Fredericton and Street Letter Boxes	H. J. Phair	3½	12	12 "	120 00
Fredericton and Lower St. Mary's	do	6	2	12 "	90 00
Fredericton and Meductic	W. E. Everett	51	3	12 "	525 00
do do	J. McCoy	51	3	2 " and 12 dys. (from April 19, '01)	105 00
Fredericton and Nasonworth	D. D. Nason	9½	1	12 "	38 00
Fredericton and Railway Station (C.P.)	T. Niles	½	48	12 " and extra trips	219 00
do do (C.E.)	J. MacPherson	½	24	12 " " "	129 80
Fredericton and St. Mary's Ferry	M. W. Ryan	½	12	12 "	105 49
Fredericton and Tay Mills	R. H. Ramsford	27	1	12 "	180 00
Fredericton Junction and Railway Station	J. Shehan	25 yds.	24	12 "	40 00
Fredericton Road, Harewood and Salisbury	A. J. Wood	8 & 13	2 & 1	12 "	62 00
French Village and Railway Station	M. A. Stephenson	4	2	12 "	60 00
Gagetown and Narrows	F. E. Wilson	19	3	12 "	280 00
Gagetown and Upper Gagetown	J. N. Dickie	8	3	Season 1900-01	65 00
Gagetown and Welsford	C. F. Queen	28	3	7 mos. (to Jan. 31, '01)	214 67
do do	W. P. Simpson	28	3	5 " from "	147 91
Gagetown and Westfield	L. S. Thomson	44	3	7 " (to Jan. 31, '01)	350 00
do do	W. H. Bulyea	44	3	5 " from "	268 75
Gaspereaux and Lakestream	R. Bishop	12	1	12 "	49 85
Gaspereaux Station and Railway Station	J. Mooney	1	6	12 "	60 00
Gaythorne and Tabusintac	G. Buchanan	4½	1	12 "	35 00
Gibson and Railway Station	W. H. Babbitt	½	24	12 "	80 00
Gilks, Railway Station, Blissfield and Moran	J. Robinson	½, 3 & 2	12 & 6	12 "	150 00
Gladstone and Kintore	W. Watt	9	3	12 "	156 00
Gladwin and Red Rapids	G. Yorke	3	2	12 "	35 00
Glassville and Ruther Glen	R. Gray	4	3	12 "	48 00
Golden Ridge and Knowlesville	W. T. Campbell	6	1	12 "	40 00
Goose Creek and Shepody Road	J. Prescott	13	1	12 "	75 00
Gordonsville and South Gordonsville	R. Stickney	4	2	12 "	33 00
Grafton and Woodstock	A. G. B. Stone	1?	6	12 "	48 00
Grainfield, Renous Bridge and South Renous	M. Kehoe	1 & 2	4 & 5½	12 "	88 00
Grand Anse and Mizonett	S. Poirier	8	2	12 "	74 88
Grand Bay and Railway Station	D. M Hamen	½	6	12 "	40 00
Grand Falls and Grand Falls Portage	B. A. Rideout	12½	2	12 "	97 91
Grand Falls and Railway Station	J. J. Kelly	½	12	12 "	45 00
Grand Falls and Undine	G. A. McMillan	19½ & 11	2	12 "	125 00
Grand Harbour and Whitehead	A. Dakin	6	2	12 "	100 00
Grand Manan and Seal Cove	W. N. McLean	12	3 & 2	4 " (to Oct. 31, '00)	50 00
do do	do	12	3 & 4	8 " from "	166 66
Grattan and Upper Nigadoo	P. Grattan	3½	2	12 "	40 00
Great Shemogue and Shediac	G. D. Leger	24 & 26½	6	12 " and extra trips	491 76
Green Point and Railway Siding	G. A. Fournier	1	6	12 "	40 00
Guimond and St. Louis de Kent	D. Guimond	5	2	9 " (from Oct 1, '00)	30 00
Green River and Railway Siding	J. Lynch	100 yds	12	12 "	20 00
Halcomb and Red Bank	E. Matthews	8	2	12 "	100 00
Hammond Vale and Londonderry	R. J. Miles	6	1	12 "	39 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Hampton and Ossekeag	J. Bovyard	1	6	12 months	58 00
Hampton and Urquharts	H. Piers	13	2	12 "	125 00
Hanford Brook and Upham	J. Tracey	5	2	12 "	43 30
Harcourt and Lakestream	L. J. Wathen	22	1	8 " (from Nov. 1, 00)	106 67
Harcourt, Railway Station and Richibucto	Murray & Mundle	36,30 & 4	6 & 24	12 "	974 00
Hardingville and Quaco Road	J. Kirkpatrick	6	2	12 "	35 48
Harrisville and Lewisville	C. F. Vincent	3	2	12 "	20 00
Hartland and Railway Station	J. Barnett	½	12	6 " (to Dec. 31, '00)	30 00
do do	do	½	12	6 " from "	37 50
Harvey and Lowell	M. E. Smith	6½	1	9 " (to Mar. 31, '01)	28 50
Harvey and Waterside	S. C. Stevens	12½	6	9 " (to Mar. 31, '01)	213 64
Harvey Station and Railway Station	D. Glendinning	50 yds	12	12 "	40 00
Harvey Station and Yoho	R. Coffey	8	1	12 "	18 00
Hartfields Point and Jones Corner	M. Lunn	7	1	2 " (to Aug. 31, '00)	6 67
Hartfields Point and Norton Station	E. Kellier	10	6	12 "	195 00
Hartfields Point and Wickham	J. M. Dentm	18	3	10 " (from Sept. 1, '00)	200 00
Head of Millstream, Perry Settlement and Sussex	F. E. Hayes	5 & 19	1 & 2	12 "	154 00
Head of Tide and Railway Station	H. C. Gillis	½	6	12 "	80 00
Head of Tide and Robinsonville	do	22½	2	12 "	206 00
Heron Island and New Mills	W. Maxwell	3	1	12 "	36 00
Hillsborough and Lower Cape	T. Ross	9	6	12 "	200 00
Hillsborough and Hopewell Cape	A. W. Hurd	...	...	Compensation for termination of contract	50 00
Hillsborough and Railway Station	R. E. Steeves	½	12	12 months	80 00
Hillsborough and Riverside	H. J. Steeves	13	3	12 "	127 00
Hillsdale and Mackville	M. McIntyre	3	1	12 "	30 00
Hillsdale and Sussex	W. Smith	17	3	12 "	237 00
Holderville and Milledgeville	H. J. Gibbons	17 & 21	6 & 3	4 " (to Oct. 31, '00 and arrears	125 30
do do	J. B. Hamm	17 & 21	6 & 3	18 trips	72 00
do do	H. A. Currie	17 & 21	6 & 3	3 mos. from Apr. 1, '01	110 00
Hopewell, Hopewell Hill and Railway Station	G. W. Newcombe	1 & ½	6 & 12	12 "	110 00
Hopewell Cape and Railway Station	W. E. Calhoun	3½	6	12 "	140 00
Hopewell Hill and Memel	R. S. Woodworth	7 & 5	1	12 "	37 00
Hopper and Little River	W. S. Hopper	6	1	1 " (to July 1, '00)	2 08
do do	do	6	2	11 " from "	45 83
Hopper and Salisbury	A. Stiles	18	1	12 "	65 00
Hoyt Station and Juvenile Settlement	W. H. Wallace	12 & 17½	2	12 "	98 32
Hoyt Station and Railway Station	A. W. Mersereau	½	12	12 "	70 00
Indian Mountain and Moncton	H. Renten	19	1	12 "	69 00
Irishtown Railway Station and New Scotland	W. Sullivan	11½ & 13	6 & 1	9 " and 6 days from Sept. 25, '00	88 25
Irishtown and Shediac	C. Sullivan	20	1	3 " (to Sept. 30, '00)	31 50
Jacksonville and Woodstock	J. H. Harvey	4	6	12 "	130 00
Jacquet River and Mitchell Settlement	F. Arseneau	5	2	12 "	10 00
Jemseg and Mouth of Jemseg	S. C. Burns	38	3	12 "	2 26
Jemseg and Railway Station	L. D. Ferris	19	6	12 "	158 00
Jolicure, Westmorland Point and Railway Station	W. W. Copp	6 & 12	7 & 1	12 "	181 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week		Period.	Amount.
						$ cts.
Kent Junction and Railway Station	J. Horton	¼	12	12	months	30 00
Kerry and New Ireland Road	J. E. Teahan	5	1	12	"	36 00
Keswick Ridge, Mouth of Keswick, Upper Haynesville and Upper Keswick Ridge	J. Harrigan	7, 26 & 32	1 & 2	12	"	332 00
Kilburn and Kintore	D. Watt	6	3	12	"	100 00
Kilburn and Railway Station	B. Kilburn	¼	12	12	"	35 00
Kingsclear and New Market	D. Murphy	5	1	12	"	39 00
Kingston (Kent), Jardineville and Richibucto Village	J. Jardine	1½ & 6	12 & 3	3	" (to Mar. 31, '01).	75 00
Kingston (Kent) and Railway Station	J. Conway, jr	½	12	6	" (to Dec. 31, '00).	40 00
do do	A. Melanson	½	12	3	" (to Mar. 31, '00).	20 00
Kingston (King's) Reed's Point and Saunders Siding	J. W. Cosman	3 & 5	6	9	" (to Mar. 31, '01).	145 50
do do	L. Scribner	3 & 5	6	3	" from " "	49 87
Kingston (King's) and The Bluffs	J. L. Kierstead	3	2	12	"	30 00
Knoxford and Upper Knoxford	R. Longstaff	6	2	12	"	64 00
Kouchibouguac and Kouchikouguac Beach	J. Sullivan	9	2	12	"	53 00
Kouchibouguac and Laketon	P. Flanagan	6	1	12	"	20 00
Kouchibouguac and Point Sapin	J. Sullivan	20	1	12	"	61 00
Kouchibouguac and Richibucto	W. H. Wathen	12	6	12	"	230 00
Lake George and Prince William Station	A. McLean	22	2	12	"	123 50
Lakeville Corner and Newcastle Bridge	T. D. Briggs	18	2	12	"	138 00
Landry and Upper Pockmouche	M. Landry	5	1	12	"	23 00
Lawrence Station and Railway Station	E. Taylor	¼	12	12	"	52 00
Ledge and St. Stephen	J. Greene	4	3 & 2w	4	" (to Oct. 31, '00).	16 49
do do	W. Maloney	5	3 & 2w	8	" from " "	43 33
Légere and Portage River	L. Mauzerall	2	3	12	"	30 00
Lepreaux and New River Mills	R. Traves	7	2	12	"	32 00
Lepreaux and Railway Station	H. P. Reynolds	¼	12	12	"	40 00
Lever and Oak Bay	G. S. Morrell	6½	2	12	"	60 00
Lime Hill and Main Post Road	A. C. Scribner	2	1	12	"	20 00
Limekiln and Stanley	H. R. Turnbull	2	1	3	" (to Sept. 30, '00).	6 25
Lincoln and Oromocto	W. Rutledge	4	3	12	"	39 50
Lisson and Markhamville	T. Lisson	3½	1	12	"	20 00
Little Lake and Tracey Station	J. Duplisea	11	1	12	"	55 00
Long Point and Springfield	E. Kellier	7 & 10	2	12	"	74 00
Lower Brighton, Newburgh Junction, Pembroke and Newburgh	J. Dickinson	3 & 6	6 & 2			
Lower Millstream and Parlee Settlement	G. S. Sharp	6 & 5	1	12	"	130 00
Lower Nappan and Point an Car	A. Campbell	5¾	2	12		39 00
Lower Turtle Creek and Turtle Creek	R. H. Fillmore	3	1	12	"	52 32
Lower Wakefield and Rosedale	G. Haley	4	2	12	"	15 00
Ludlow and Railway Station	N. Murphy	¼	12	12	"	30 00
						20 00
McNamee and Railway Station	E. McDonald	¼	12	12	"	44 00
Maple Green and Railway Station	W. H. Fraser	1½	6	12	"	60 00
Maplehurst, Upper Kent and Railway Station	L. Hawthorne	3 & 18	2 & 12	12	"	112 00
Maplewood and Millville	C. Palmer	5	1	12	"	40 00
Mars Hill and River de Chute	D. B. Baird	5	1	12	"	25 00
Martins and Railway Station	P. Martin	¼	12	12	"	50 00
Marysville and Railway Station	G. W. Foster	½	24	12	"	60 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Maugerville and Upper Maugerville	J. H. Bailey	5	6	Season 1901	69 30
Meadows and Railway Station	G. F. Beach	20 yds.	12	12 months	20 00
Meadows and Tower Hill	G. A. Lindsay	2	2	3 " (from April 1, '01)	9 09
Meduxnekeag and Porten	T. S. Porter	6	1	2 " (to Aug. 31, '00)	5 00
Meduxnekeag and Woodstock	O. A. Dugan	12	6	9 " (to Mar. 31, '01)	187 50
do do	G. A. Chase	12	6	3 " from "	73 25
Melrose and Railway Station	B. Corrigan	½	6	12 "	30 00
Memramcook and Memramcook East	J. F. Richard	2½	2	12 "	45 00
Memramcook and Memramcook West	S. J. Patrick	1	6	12 "	75 00
Memramcook and Railway Station	do	½	24	12 "	125 00
Mercer and Norton Station	G. W. Robertson	33	1	12 "	17 51
Middle Simonds and Woodstock	H. C. Shaw	16	6	12 "	370 00
Midgic Station and Railway Station	C. Hicks	40 yds.	6	12 "	10 00
Milford, Railway Station and Pleasant Point	J. Irvine	1 & 1	12	12 "	75 00
Mill Brook and Narrows	M. D. Hughes	4	2	12 "	20 28
Millidgeville and St. John	J. B. Hamm	4	6	12 "	125 20
Millerton and Railway Station	G. Vanderbeck	½	12	12 "	10 00
Millstream and Mount Hebron	L. Frazee	5	2	12 "	72 80
Milltown and St. Stephen	Hardy & Bridges	2	18	12 "	160 00
Millville and Railway Station	H. McKenna	½ & 7½	12 & 3	12 "	180 00
Moscow Harbour and Wilsons Point	P. Wilson	6	2 & 1 w	12 "	55 00
Mispec and St. John	J. B. Hamm	9	1	2 " (to Aug. 31, '00)	8 23
do do	do	9	6	10 " from "	233 33
Moncton and New Scotland	J. Gray	21	1	3 " (to Sept. 30, '00)	17 50
Moncton and Railway Station	W. Steeves	1	72	12 " (less fines)	388 00
Moncton and Stony Creek	A. P. Smith	8	2	12 "	97 00
Moncton and Street Letter Boxes	W. I. Boomer	1	12	3 " (to Sept. 30, '00)	37 25
do do	R. J. Duffy	1	12	9 " from "	111 75
Moncton and Upper Coverdale	G. D. Magee	14	3	12 "	150 00
Moncton Road and Shediac	R. Bateman	6	1	12 "	40 00
Moores Mills and Oak Hill	J. Chisholm	14	3	12 "	137 00
Moores Mills and Railway Station	A. Cormick	½	12	12 "	75 00
Morehouse, Shinnecburn, Upper Blackville and Railway Station	H. Morehouse	7, 3 & 2	2 & 6	12 "	140 00
Mountain Dale and Snider Mountain	G. H. Kierstead	4	1	12 "	45 00
Mount View and Upper Sackville	J. I. Wheaton	3	1	3 " (to Sept. 30, '00)	5 00
do do	E. A. Wheaton	3	1	9 " from "	12 60
Mountville and Railway Station	R. C. Butterfield	½	12	12 "	20 00
Mouth of Keswick and Railway Station	H. F. Dunphy	¾	12	12 "	60 00
Mouth of Keswick and Woodstock	B. Grant	60	2	3 " (to Sept. 30, '00)	143 75
do do	F. Atherton	60	2	9 " from "	431 25
Musquash and Railway Station	L. D. Carman	½	12	12 "	30 00
Narrows and Wickham	W. S. Scribner	24	3	2 " (to Aug. 31, '01)	53 83
Nashwaak Bridge and Railway Station	J. T. McBean	¼	12	12 "	60 00
Nashwaak Village and Railway Station	C. Forbes	1½	12	12 "	50 00
Nashwaaksis and Railway Station	J. V. Johnston	½	2	12 "	10 00
Nauwigewauk and Railway Station	T. P. Trueman	½	12	12 "	30 00
Nelson Reserve and South Nelson Road	R. C. Astles	3	2	9 " (to Feb. 28, '01)	22 67
Nelson Reserve and South Nelson	M. Whalen	6	2	4 " (from Mar. 1, '01)	22 58
Nerepis Station and Railway Station	M. O. McKenzie	½	12	12 "	20 00
Nerepis Station and Round Hill	D. W. McKenzie	12	1	7 " (to Jan. 31, '01)	43 75
do do	M. O. McKenzie	12	1	5 " from "	31 25
Newcastle and Railway Station	R. H. Grimley	1	24	12 "	180 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Newcastle and Red Bank	G. Brown	15	3	12 months	272 00
Newcastle and Renous Bridge	G. Brown	17	3	12 "	270 00
Newcastle and Sevogle	J. O'Shea	25	1	12 "	140 00
Newcastle Creek and Sheffield	J. C. Simmons	32	2	12 "	237 93
New Mills and Railway Station	W. Flann	¼	12	12 "	44 49
Newtown and Sussex	T. M. Durham	10 & 12	3	12 "	168 00
Newtown and Whites Mountain	M. Hanly	3	1	12 "	25 00
Nictau and Riley Brook	C. Simons	6	2	12 "	56 00
Nigado and Petit Rocher	F. Walsh	5½	1	12 "	40 00
Nixon and Turtle Creek	L. A. Wilson	4	2	12 "	35 00
North River Platform and Railway Station	T. Jones	¼	12	12 "	25 00
North Tay and Stanley	M. Reardon	9	2	12 "	75 00
North View and Main Post Road	J. Smith	6	2	6 " (from Jan. 1, '01)	50 00
Norton Dale and Railway Station	J. W. Stewart	2½	2	12 "	32 50
Notre Dame and Porrier	J. Guegnen	6	1	12 "	22 00
Oak Bay and Railway Station	R. W. Wilson	¼	12	12 "	63 75
do do	G. W. Worden	½	3	12 "	14 00
Oakland, River Bank and Railway Siding	K. W. Tompkins	3 & 100 yds.	6 & 2	12 "	52 00
Oak Point, Pollyhurst and Round Hill	D. D. Flewelling	3 & 12	6 & 3	Part of season 1900 & '01	77 08
Oakville and Richmond Corner	J. Martin	10	2	12 months	95 00
Oromocto, Sheffield, Upper Gagetown and Swan Creek	J. Malone	10, 21 & 12	6 & 3	12 "	320 00
Oromocto and Shirley Settlement	R. Brennan	4	1	12 "	20 00
Oromocto and Waasis Station	J. Malone	6	6	12 "	190 00
Oromocto and Woodside	F. Goodine	18	2	12 "	109 00
Ortonville and Railway Siding	J. W. Hitchcock	½	6	3 " (to Sept. 30, '00)	3 00
do do	do	½	6	9 " from "	18 75
Ossekeag and Upperton	C. K. Leonard	19½	3	7 " (to Jan. 31, '01)	116 67
do do	T. McAfee	19½	3	5 " from "	118 75
Painsec and Railway Station	G. Comeau	1	2	12 "	32 00
Parents and Railway Station	M. Lebel	50 yds.	12	12 "	20 00
Passekeag, Sherlock and Railway Station	G. R. Campbell	150 yds & 5	12 & 1	12 "	76 50
Payne Settlement and Undine	A. Goodine	6	1	12 "	20 00
Penlac and Railway Station	C. T. Weade	½	12	12 "	60 00
Pennfield Ridge and Seelys Cove	R. Guthrie	4	2	12 "	30 00
Penobsquis and Railway Station	S. M. Freeze	½	12	12 "	75 00
Penobsquis and Roxburgh	H. McManus	24	2	12 "	200 00
Perth Centre and Railway Station	M. Larlee	¼	12	12 "	75 00
Perth Centre and Riley Brook	B. Armstrong	72	2	12 "	395 00
Perth Centre and Tilley	A. C. Adams	17½	2	9 " (to Mar. 31, '01)	86 25
do do	J. A. Larlee	17½	2	3 " from "	28 75
Petersville and Welsford	J. Burton	10	2	9 " (to Mar. 31, '01)	60 00
do do	G. Burton	10	2	3 " from "	20 00
Petersville Church and South Clones	H. A. Cooper	4	1	12 "	22 00
Petit Rocher and Railway Station	E. E. Boudreau	14	12	12 "	47 50
Piccadilly and Sussex Corner	E. Brown	3½	2	12 "	30 00
Pisarinco, Pisarinco West and Spruce Lake Station	E. McCarthy	7 & 4	2 & 3	12 "	95 00
Plourd and Silver Stream	P. Mornault	3	3	12 "	75 00
Point de Chene and Railway Station	E. McDonald	¼	12	12 "	32 00
Pollett River and Railway Station	T. W. Colpitts	¼	6	12 "	28 28

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per week.	Period.	Amount.
					$ cts.
Port Elgin and Railway Station	G. Siddall..	½	12	5 mos. (to Nov. 30, '00)	29 83
do do	do	½	12	7 " from "	25 00
Port Elgin and Spencers	T. L. Wood.	17 & 15	3	12 " .. "	241 80
Powers Creek and Railway Station	J. Corbin....	¼	12	12 "	25 00
Powers Creek and St. Amands.	E. Garvais .	5	2	11 " (to May 31, '01)	19 33
do do	S. St. Amand.	5	2	1 " from "	4 00
Prince of Wales and Railway Crossing	J. Cairns. ...	¼	6	12 "	31 00
Prince William Station and Railway Station	W. G. Hatch .	¼	12	12 " . . .	100 00
Prince William Station and York Mills .	R. Henry.	3	2	12 " .	50 00
Queenstown and Upper Otnaboq.	A. C. Fox.....	2½	3	12 " . . .	22 00
Randolph and Railway Station ...	W. A. Miller.	2	12	12 "	100 00
Read and Railway Station.	E. J. Read	2½	2	12 "	25 00
Reston, Jardinville and Richibucto Village .	J. Jardine . .	1½ & 6	12 & 3	3 " (from April 1, '01)	25 00
Reston and Railway Station.	A. Mclaughlin . .	¼	12	3 " from .	20 00
Reynolds and South Nelson	J. Doolan	7	2	12 "	42 50
Richibucto and Railway Station	I. C. Vantour...	¼	12	12 "	48 00
River des Caches and Savoy	S. Savoy....	5	1	12 " . . .	26 00
River Louison and Railway Station	J. Currie . .	¼	12	12 "	49 49
River Louison and Scotsvale .	H. Miller.	7	2	12 "	68 00
Riverside and Railway Station.....	D. W. Stuart...	¼	12	12 "	40 00
Robertson's Point and White's Cove	C. H. Gunter .	3	3	12 "	33 32
Robertville and Railway Station	J. Aube.	3	6	12 "	124 00
Robertville and St. Rosette .	J. I. Hachey .	4	1	6 " (to Dec. 31, '00)	12 50
do do	W. F. Boudreau	4	1	6 " from .	12 50
Robichaud and St. Andre de Shediac	F. Robichaud ..	17 & 6	2	12 "	102 00
Rockland, Upper Dorchester and Railway Station.....	J. Sutherland..	4½ & ½	6 & 12	12 "	321 00
Rogersville and Stanley	A. Tower . .	16	1	12 "	65 00
Rogersville and Rogersville East...	W. Cormier.....	4½	1	12 "	33 00
Rogersville and Railway Station and Vienneau	F. Richard. ...	5 & ½	1 & 12	12 "	56 00
Rolling Dam Station, Railway Station and Sorrel Ridge . .	H. Toal . .	½ & 16	12 & 2	12 "	175 00
Rose Bank and Six Roads .	M. Robichaud .	4	1	12 " . . .	25 00
Rothesay and Railway Station.	J. R. Robertson.	50 yds	30	12 " . .	75 00
Round Hill and Spragg's Corner...	A. F. Speight...	¼	2	12 "	10 00
Rowena and Wassis Station .	J. Mason .	3	3	12 "	40 00
Rowena and Railway Station	A. Mott	½	12	12 " . . .	15 00
St. Alexis and Three Brooks .	L. Reid . . .	1½	2	12 "	7 00
St. Andrews and Railway Station	R. Storr	¼	as req	12 "	88 54
St. Anne's Madawaska and Railway Siding	J. B. Murray..	100 yds	12	12 " . . .	20 00
St. Antoine, Pendleton and Renous Mills . .	F. Langis.	5 & 2	2	9 " (1 & 2 to Sept. 2, ...)	47 25
St. Charles and Railway Crossing.	M. J. Doyle ..	2	2	12 "	60 00
St. Louis and Railway Station.	M. Hebert . .	1	6	12 "	60 00
St. George and Railway Station	C. F. McGee .	1	12	6 " (to Dec. 31, ...)	30 00
do do	do .	1	12	6 " from .	30 00
St. Georges and McKee's Mills .	D. G. LeBlanc .	2	2	9 " (1 & 2 to Sept. 2, ...)	17 55

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Isidore and Tracadie	O. Ashe	11⅛	2	9 mos. (to Mar. 31, '01)	49 38
do do	J. Maltais	11	3	3 " from "	21 25
St. John Letter Carriers' Service	St. John Street Railway Co.	7½ & 8	as req.	12 "	300 00
St. John Parcel Delivery	A. McDermott			Special service	7 00
St. John and Railway Station	J. M. Pickett	½	as req.	12 months	709 91
St. John and St. John West	D. Kiley	1	30	12 "	139 00
St. John and St. Martins	D. O'Connell	30	6	9 " (to Mar. 31, '01)	670 50
do do	H. Nugent	30	6	3 " from "	194 75
St. John and Sand Point Road	D. Peacock	3	3	12 "	40 00
St. John, Street Letter and Parcel Boxes and Indiantown	T. Kenney	2 & 2½	12 & 19	5 " (to Nov. 30, '00)	239 58
do do	do	2 & 2½	12 & 19	7 " from " (less fine)	341 58
St. John and Sub-Offices	H. Steele	1½	18	12 "	90 00
St. John Transfer of Mails	J. M. Pickett			32 days (to Feb. 23, '01)	16 00
St. John and Wells	T. Kenney	19 & 11	1	12 months	72 00
St. John West and Street Letter Boxes	I. McG. Campbell	1¾	12	12 "	80 00
St. Leonards Station and Railway Station	L. Michaud	1¾	12	12 "	14 80
St. Leonards Station and Van Buren (Me.)	D. O. Bourgoin	1	6	12 "	75 00
St. Martins and Salmon River	J. C. Boyer	9½	6	12 "	290 00
St. Martins and Wood Lake	R. Hosford	6	1	12 "	30 32
St. Norbert and West Branch	A. Gallant	5	1	12 "	18 00
St. Stephen and Calais (Me.)	I. Bridges	1	6&12	12 "	100 00
St. Stephen and Ry. Station (C. P.)	Hardy & Bridges	18	as req.	12 "	124 80
do do (S. L.)	J. Greene	1	12	12 "	89 00
Sackville and Cape Tormentine	H. Dixon			Special service	192 00
Sackville and Railway Station	A. W. Dixon	1	36	12 months	245 00
Sackville and Second Westock	S. McAllister	8	1	12 "	45 00
Sackville and Upper Sackville	D. Wheaton	5	6	12 "	118 76
Sackville and Wood Point	C. Richardson	6	1	12 "	45 00
Salisbury and Railway Station	A. G. Chapman	¼	36	6 " (to Dec. 31, '00)	81 50
do do	G. W. Gaynor	¼	36	2 " (to Feb. 28, '01)	28 17
do do	R. R. Herrington	¼	36	4 " from "	64 00
Salmondale and Railway Station	W. D. Patterson	¼	3	12 "	32 00
Salt Springs and Titusville	H. O'Brien	6	2	12 "	54 00
Scotch Settlement and Railway Stn	D. McKinnon	½	6	9 " and 6 days (from Sept. 25, '00)	19 16
Sea Side and Railway Station	S. Laughlan	¼	6	12 "	30 00
Shediac and Railway Station	J. D. Weldon	¼	48	12 "	96 00
Shediac Bridge and Shediac River	P. Babineau	2½	1	9 " and 6 days (from Sept. 25, '01)	19 16
Shediac Road and Railway Station	J. Walker	1½	3	12 "	47 00
Shepody Road and Waterford	O. Sear	10	1	12 "	40 00
Shippigan and Shippigan Island	W. Chasson	12	2&1w	12 "	70 00
Silver Beach and Railway Siding	E. Rideout	¼	4	6 " (to Dec. 31, '00)	7 49
do do	J. Merritt	¼	4	6 " from "	7 47
Sisson Ridge and Main Post Road	J. Smith	2	2	6 " (to Dec. 31, '00)	25 16
South Bay and Railway Station	E. Long	½	12	12 "	16 00
South Nelson and Railway Station	W. Fitzpatrick	1	18	12 "	63 50
South Nelson and South Nelson Rd	W. Kirk	3	2	8 " to Feb. 28, '01)	15 67
Spruce Lake and Railway Crossing	J. R. Robinson	½	6	12 "	30 00
Spruce Lake Station and Ry. Station	E. McCarthy	½	6	12 "	20 00
Stanley and Railway Station	C. Coughlan	6	6	12 "	100 00
Stuckney and Railway Siding	A. L. Stuckney	20 ft.	6	12 "	15 00
Stone Ridge and Railway Station	L. Brewer	½	12	12 "	20 00
Summerfield and Upper Wicklow	D. Gee	3	2	12 "	35 00
Sussex and Railway Station	S. Dryden	¼	as req.	12 "	100 00

APPENDIX B—*Concluded.*

DETAIL of all payments for Mail Transportation in New Brunswick Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Tapley's Mills and Railway Crossing	M. Murray	½	4	12 months	35 00
Three Tree Creek and Railway Siding	J. McQuestion	½	6	12 "	20 00
Tower Hill and Railway Station	S. T. Irving	2	2	9 " (to Mar. 31, '01.	37 50
Tracey Station and Railway Station	J. Tracey	½	12	12 "	30 00
Tracey Station and Tracyville	A. O. Tracey	4	1	12 "	24 00
Turtle Creek and Railway Station	S. Perrie	½	12	12 "	25 00
Upper Brighton and Railway Stn.	C. Chase	100 yds	6	12 "	15 00
Upper Cape and Railway Station	C. T. Allen	3	3	12 "	12 00
Upper Keswick and Railway Stn	C. W. Esty	½	12	12 "	30 00
Upper St. Basil and Railway Stn.	M. L. Martin	½	12	12 "	75 00
Utopia and Railway Siding	D. Spinney	½	3	12 "	37 50
Waterside and Railway Station	R. Tingley	15 & 13	6	3 " (from April 1, '01)	99 75
Waweig and Railway Station	M. J. Greenlaw	½	6	12 "	61 25
Welsford and Railway Station	H. Johnston	½	18	12 "	120 00
Westfield and Railway Station	C. M. Nase	½	12	12 "	65 60
Westfield Centre and Ry. Siding	R. T. Ballentine	½	12	12 "	10 00
Williamstown and Woodstock	W. Lee	20 & 25	3	12 "	323 00
Wirsty and Railway Siding	A. Sewell	1½	2	12 "	28 37
Woodstock and Railway Station	W. F. Gliddon	½	48	6 " (to Dec. 31, '00)	82 50
do do	T. Baker	½	24	6 " from "	82 50
Woodstock and Street Letter Boxes	W. F. Gliddon	2½	12	6 " (to Dec. 31, '00)	52 00
do do	C. D. Johnston	2½	12	6 " from "	52 00
Woodstock and Woodstock Road Station	T. Baker	8 & 10	6	12 "	225 00
Young's Cove Road and Railway Station	L. D. Ferris	50 yds.	6	12 "	25 00
Zealand Station and Railway Stn.	D. Jowers	½	12	12 "	30 00
Zionville and Railway Station	W. Munroe	½	12	12 "	12 00
Charge of Mails at Chatham Branch Railway Station	R. Dunbar		12		25 00
Charge of Mails at Chatham Junction	E. L. Hendry		12		25 00
Charge of Mails at Fredericton Junction	A. L. Nutter		12		60 00
Charge of Mails at McAdam Junct	J. W. Green		12		200 00
Charge of Mails at Norton Station	W. H. Baxter		12		75 00
Charge of Mails at Petitcodiac	W. W. Price		12		30 00
Charge of Mails at Point de Chene	J. T. White		3	and 12 days " Dec. 12, '00	26 94
do do	J. T. White		3	from April 1, '01	10 00
Charge of Mails at Vanceboro	V. J. Woodrow		12	"	150 00
				Total	$12,007 54

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

NOVA SCOTIA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, made within the Year ended June 30, 1901.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					$ cts.
Abercrombie and New Glasgow	R. Dunbar	5	2	12 months	68 00
Acaciaville and Railway Station	L. Craig	1½	6	3 " (from April 1, '01)	21 00
Acadia Mines and Bass River	J. W. Broderick	14	6	7 " and 14 days (to Feb. 14, '01)	281 25
do do	L. Davidson	14	6	4 " and 14 days (from Feb. 14, '01)	168 37
Acadia Mines and Londonderry Station	R. P. Bigney	2½	24	12 "	124 80
Achosnach and River Dennis Centre	A. Cameron	2½	3	10 " (to April 30, '01)	50 00
do do	J. A. Campbell	2½	3	2 " from	3 87
Advocate Harbour and Apple River	T. L. Turple	10	6	12 "	268 00
Advocate Harbour and Eatonville	B. M. Elliott	10	3	12 "	165 00
Advocate Harbour and Parrsboro'	R. Hatfield	32	6	12 "	800 00
Afton and Backlands	E. F. Taylor	5	1	12 "	25 00
Afton and Bayfield	M. Connor	2½	6	12 "	74 00
Afton and Railway Station	E. F. Taylor	½	12	12 "	32 00
Afton Station and Railway Station	J. McDonnell	½	3	12 "	25 00
Albany Cross and New Albany	W. H. Durland	7	2	12 "	80 00
Alder Point and Little Bras d'Or	J. H. Plant	6	2	12 "	56 00
Alexander and Blackstone	F. Beaton	1½	3	6 " (to Dec. 31, '00)	10 00
do do	do	3	3	6 " from	17 14
Alexander and North Highlands	J. G. McQuarrie	6½	2	12 "	28 00
Alton and Railway Station	B. Hood	75 yds.	6	12 "	40 00
Amherst and Amherst Point	T. Roberts	4½	6	12 "	150 00
Amherst and Little River	C. L. Mills	22½	3	8 " (to Feb. 28, '01)	208 00
do do	do	22½	3	4 " from	156 00
Amherst and Railway Station	B. W. Ralston	½	as req.	7 " (to Jan. 31, '01)	110 40
do do	C. L. McLeod	½	as req.	5 " from	76 80
Amherst and Tidnish	J. Finlay	31	6	12 "	747 00
Amherst and Upper Nappan	T. Read	3½	2	8 " and 16 days (from Oct. 16, '00)	35 40
Amherst Island and Entry Island	J. J. Cassidy	8	1	Parts of seasons 1900–01.	50 00
Amherst Island and Fatmah	J. Patton	58		Season 1900–01	136 00
Amherst Island and L'Anse à la Cabane	N. E. Vigneau	8½	2		50 00
Amherst Station Letter Box and Postal Cars	B. W. Rolston	30 yds.	36	7 mos. (to Jan. 31, '01)	14 58
do do	C. L. McLeod	30 yds.	36	5 " from	10 41
Annapolis and Dalhousie West	W. Stirling	16	1	5 " (to Nov. 30, '00)	10 83
do do	W. H. Hardwick	16	1	7 " from	55 08
Annapolis and Granville Ferry	W. H. Weather spoon	1	6	12 "	225 00
Annapolis and Milford	L. Orde	14	6	12 "	290 00
Annapolis and Moschelle	J. McDermand	5½	3	12 "	80 00
Annapolis and Perrott Settlement	T. Goldsmith	9	1	9 " (to Mar. 31, '01)	33 75
do do	C. Gormley	9	1	3 " from	11 75
Annapolis and Railway Station	C. S. Bishop	¼	12	6 " (to Dec. 31, '00)	52 50
do do	do	¼	12	2 " (to Feb. 28, '01)	26 08
do do	A. Orde		12	4 " from	52 16
Anthony's Line and Scotch Village	H. Cochrane	11 r. t.	2	12 "	55 00
Antigonish and Beech wood	A. McDonald	6	1	12 "	30 00
Antigonish and Brophy's	D. Moriarty	26 r. t.	3	12 "	128 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Antigonishe and Glen Urg Pleasant Valley	H. Smith	7	3	12 months	70 00
Antigonishe and Goldboro'	J. Hayne	53	6	12 "	1,450 00
Antigonishe and Living-stone Cove	J. Gordon	26	3	12 "	309 00
Antigonishe and Lower West River	G. S. Williams	30	2	12 "	49 80
Antigonishe and North Grant	H. Smith	3	3	12 "	70 00
Antigonishe and Railway Station	A. K. McDonald	¼	12	16 days (to July 16, '00)	3 99
do do	do	¼	24	6 mos. and 29 days (to Feb. 14, '01)	114 51
do do	do	¼	12	1 " and 14 days (to Mar. 31, '00)	12 25
do do	T. J. Sears	¼	24	9 days (to June 9, '01)	18 85
do do	do	¼	12	21 " from "	11 30
Antigonishe and Sherbrooke	do	40, 44, 50	3	9 mos. (to Mar. 31, '01)	405 00
do do	do	40	3	3 " from "	375 00
Antigonishe and Williams Point	D. McDonald	3	2	11 " (to May 31, '01)	35 75
Antigonishe Harbour South Side and Lower South River	T. Kiely	42	2	9 " (to Mar. 31, '01)	393 75
do do	C. J. Fraser	48	2	3 " from "	45 00
Antrim and Gay's River	W. Blades	16 r. t.	2	12 "	68 00
Apple River and River Hebert West Side	A. McDonald	32	6	6 " (to Dec. 31, '00)	393 50
do do	do	32	6	6 " from "	500 00
Arcadia and East Chebogue	I. Hersey	4	2	9 " (to Mar. 31, '01)	50 00
do do	W. H. Cook	4	2	3 " from "	10 00
Ardoise Hill and Newport Station	G. W. Sweet	1¼ & 19 rt	12 & 2	2 " (to Aug. 31, '00)	29 50
do do	W. Gibson	1¼ & 19 rt	12 & 2	10 " from "	147 50
Arichat and Petite de Grat Bridge	J. Parker	4	6	12 "	80 00
Arichat and Robins	F. L. Malzard	1¼ & 4	6	1 " (to July 31, '00)	5 83
do do	T. Madden	1¼ & 4	6	11 " from "	58 66
Arichat and West Arichat	J. R. McDonald	4	6	Part of season 1900	51 75
do do	R. McPherson	4	6	" 1901	27 00
Ashfield and Orangedale	H. McDonald	34	3	4 days (to Oct. 31, '00)	3 33
do do	J. H. McKillop	34	3	8 months from "	22 66
Askilton and Railway Station	H. A. Archibald	3	3	12 "	60 00
Aspen and Glenelg	J. McGrath	4	3	9 " and 13 days (to April 13, '01)	32 61
Aspen and James River Station	do	27	3	12 "	260 00
Athol and Little Forks	C. McCabe	3	3	12 "	50 00
Athol and Railway Station	D. B. Scott	1	12	12 "	99 84
Auburn and Greenwood	E. Neily	8 r. t.	1	12 "	20 00
Auburn and Railway Station	G. O. Jacques	¼	12	12 "	78 00
Auburn and Melton's Corners	J. Brimner	11	2	12 "	47 00
Auld's Cove and Railway Station	M. Forrestall	2	11	12 "	10 14
Avondale Station and Dunmuglass	A. McEachern	8	6	12	200 00
Avonport Station and Railway Station	D. N. Robertson	¼	12	12 "	20 00
Avonport and Avonport Station	J. B. Newcombe	1	6	12	60 00
Avonport Station and Railway Station	F. E. Borden	12 yds.	12	6 " (to Dec. 31, '00)	12 00
do do	F. L. Cox	12 yds.	12	3 " (to April 30, '01)	6 25
do do	L. F. Fuller	10 yds.	12	3 " from "	5 00
Aylesford and Dalhousie Road	L. M. Nowlan	26	1	12 "	137 40
Aylesford and Dempsey's Corners	H. W. Spurr	10	3	12 "	50 00
Aylesford and Harmony	H. S. Bowman	32	1	12 "	16 80
Aylesford and Melbville	E. Harris	7½ r. t.	2	12 "	30 00
Aylesford and Morden	W. Dempsey	9	2	12 "	37 88
Aylesford and Railway Station	F. E. Harris	¼	12	12 "	87 36
Aylesford and Victoria Harbour	S. Spurr	7	1	12 "	36 82
Back Shore and Petpeswick	D. G. McKay	27	3	12	140 00
Baddeck and Boularderie	N. McDonald	12?	3	12	300 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Baddeck and Englishtown	A. B. Morrison	20½	3	12 months	199 00
Baddeck and Upper Settlement Baddeck River	M. McLean	14	2	12 "	69 72
Baddeck and Upper Settlement Middle River	A. Anderson	19½	3	12 "	173 48
Baddeck and Whycocomagh	J. A. McNaughton	27	6	12 "	677 00
Baddeck Bay and Plaister Mines	C. Fraser	4	3	12 "	40 48
Baddeck Bay and Rear Baddeck Bay	D. McKenzie	3½	1	12 "	25 00
Baddeck River (North Branch) and Forks Baddeck	A. McInnes	5	2	12 "	60 00
Baker Settlement and Greenfield	H. Carver	2	1 & 3	12 "	95 00
Balmoral and Main Post Road	J. Thibeau	3	3	12 "	48 00
Balmoral Mills and Tatamagouche	G. E. Lombard	20 r.t.	3	1 " and 15 days (to Aug. 15, '00)	23 33
do do	do	20 r.t.	6	6 " and 13 days (to Feb. 28, '01)	195 00
do do	do	21½ r.t.	6	4 " from "	129 00
Banks Broad Cove and Sight Point	J. D. McEachern	7	1	12 "	20 00
Banks Broad Cove and Strathlorne	L. McDougall	4½	1	12 "	16 48
Barney's Brook and Elmsdale	E. McDonald	4	2	3 " (from April 1, '01)	7 50
Barney's River and Marsh	J. McLeod	14	2	12 "	83 81
Barney's River and Railway Station	A. Murray	4½	12	7 " (to Jan. 31, '01)	82 15
do do	do	5½	12	5 " from "	68 47
Barney's River and Rossfield	J. G. Clenies	4	1	12 "	22 63
Barrachois, St. Louis and Grand Anse	S. Josse	2	3	12 "	35 00
Barra Glen and Iona	R. P. McNeil	4½	2	12 "	52 00
Barrington and Oak Park	J. Frost & Sons	3	6	12 "	85 00
Barrington and Port Clyde	H. Doane	36	6	12 "	304 00
Barrington Passage and Cape Sable Island	T. W. Robertson	1½	6	12 "	300 00
Barrios Beach and Big Tracadie	H. Petipas	4	3	4 " (to Oct. 31, 1900)	10 00
do do	do	4	3	8 " from "	40 00
Barrs' Corner and Chesley's Corner	P. De Long	3	6	12 "	95 00
Barrs' Corner and Foster's	do	20½	3	12 "	90 40
Barrs' Corner and Stanburn	do	6	1	12 "	25 00
Barton and Railway Station	W. Gavel	3	12	12 "	187 20
Basin River Inhabitants and Lower River Inhabitants	R. Proctor	3	3	12 "	40 00
Baxter's Harbour and Canning	G. H. Whalen	11½	2	12 "	127 76
Bay St. Lawrence and Englishtown	N. McLeod	73	3	1 " to July 31, 1900	99 83
do do	do	73	6	9 " (to Apr. 30, 1901)	1,796 99
do do	D. B. McLeod	73	6	2 " from "	433 00
Bay St. Lawrence and Meat Cove	T. Capstick	7	3	6 " (to Dec. 31, 1900)	32 50
do do	J. D. Fraser	7	3	3 " (to Mar. 31, 1901	19 50
do do	H. McDonald	7	3	3 " from "	18 00
Bayside and Shad Bay	M. Fader	3½	2	12 "	50 00
Bear Cove, Chetcamp and Meteghan	G. L. Comeau	4	2	12 "	40 00
Bear River (West Side) and Lansdowne	F. W. Purdy	4	3	12 "	84 00
Bear River (West Side) and Morganville	J. H. Berry	7	1	12 "	25 00
Bear River (West Side) and Railway Station	F. W. Purdy	5	12	12 "	139 00
Beauly and St. Andrews	C. Chisholm	6	2	12 "	60 00
Beaver Bank and North Beaver Bank	W. T. Lively	8	2	12 "	100 00
Beaver Bank and Railway Station	D. Hallisey	25 yds.	12	12 "	75 00
Beaver Cove and Boisdale Chapel	W. A. Campbell	3	3	3 " (to Sept. 30, '00)	9 00
do do	D. N. McIntyre	3	3	6 " (to Mar. 31, '01)	29 64

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
						$ cts.
Beaver Cove and Railway Station	J. H. M. Kinnon.	50 yds	6	3	mos. (from Apr. 1, '01)	12 50
Beaver Cove and Rear Beaver Cove	J. P. Gillies	3	1	12	"	24 00
Beaver Harbour and Port Dufferin	S. Jewers.	3½	3	12	"	52 48
Bedford Basin and English Corner	J. Thomas	11	3	12	"	120 00
Bedford Basin and Railway Station	J. McKenzie.	100yds.	42	12	"	152 88
Bedford Basin and Upper Sackville	L. Major.	18 r.t.	6	3	" (to Sept. 30, 1900)	37 25
do do	do	18 r.t.	6	9	" from "	299 00
Beech Hill and Chester Basin	R. Vernot	6	1	12	"	12 10
Beechmont and North west Arm	A. McKenzie.	6 & 4	1	12	"	37 73
Belmont and Debert Station	A. L. Stevens.	15	2	12	"	50 00
Belmont and Railway Station	T. Lindsay.	½	12	12	"	75 00
Benjamin's Mills and Falmouth Station	T. M. Martin.	19 & 10	2 & 1	12	"	156 00
Berry Hill and Upper Stewiacke	H. Johnson.	5	1	12	"	30 00
Berwick and Buckley's	W. M. Shaw.	18 r.t.	3	3	" (to Sept. 30, '00).	33 50
Berwick and Grafton	E. P. Sanford.	18 r.t.	3	9	" from "	100 50
Berwick and Morristown	S. H. Nicholls	14 r.t.	1	12	"	40 00
Berwick and Railway Station	T. H. Morse.	¼	6	12	"	50 00
Big Bras d'Or and Black Rock	M. McDonald	2½	1	12	"	20 24
Big Bras d'Or and Boulardarie	R. McKenzie, jr.	12½	3	12	"	128 72
Big Brook and River Dennis Station	H. A. Archibald.	5	2	12	"	45 00
Big Glen and Emon	J. McDonald.	6	1	12	"	22 48
Big Harbour Island and Malagdawatch	M. McIntosh	3	2	12	"	38 00
Big Intervale Cape North and Cape North	W. A. McLennan	5½	2	12	"	34 88
Big Intervale Margaree and North East Branch Margaree	H. G. McDonald.	13	3	6	" (to Dec. 31, 1900)	64 50
do do	D. J. Ross	13	3	6	" from "	49 00
Big Island and Merigomishe	A. G. McGregor.	3	2	12	"	69 00
Big Lorraine and Louisburg	M. J. Dowd	3	2	12	"	30 00
Big Marsh and Marydale	D. J. McDonald.	3	1	12	"	28 00
Big Pond and Glengarry Valley	M. McNeil	4	1	12	"	19 72
Big Pond and Salem Road	M. McCuish	12	2	12	"	49 60
Big Port L Hebert and Little Port L Hebert	E. J. Lloyd.	2½	2	9	" (from Oct. 1, '00	22 50
Big Port L Hebert and Sable River	S. A. Craig.	12	1	3	" (to Sept. 30, '00)	15 00
Big Tracadie and Big Tracadie Platform	H. L. Gerrior.	3½	12	6	" (to Dec. 31, '00).	45 00
Big Tracadie and Matto	E. Coty	8	2	12	"	70 00
Big Tracadie and Railway Station	F. Morin.	¼	12	6	" (from Jan. 1, '01)	40 00
Bible town and Sheffield Mills	W. M. Wheaton.	15	3	12	"	79 00
Birchtown and Clyde River	J. J. Powers	28½	3	6	" to Dec. 31, '00	183 50
do do	do	28½	3	6	" from "	200 00
Bishop's Mountain and North Kingston	A. McGarvey.	6½	1	12	"	20 00
Bisteville and Hantsport	W. Bishop	6	2	12	"	14 64
Blacketts Lake and Sydney Forks	R. McKenzie.	2½	3	9	" and 14 days (to Apr. 14, 1901	39 42
do do	do	4	3	2	" and 16 days (from Apr. 14, 1901	16 91
Black Rock and Parrsboro	W. Phinney.	6	1	12	"	25 00
Blanchard Road and New Glasgow	A. Stewart.	18	3	4	" and 14 days (to Nov. 14, 1901	77 84
do do	J. J. Webster.	18	3	7	" and 16 days (from Nov. 14, 1901	81 20
Blanche and Cape Negro	S. S. Smith.	4	3	12	"	69 00
Blandford and Hubbard's Cove	J. F. Shatford.	17	3	12	"	211 00
Blandford and Tancook Island	O. Baker	4½	1	12	"	40 00
Boss Cove and Maitland Forks	A. Barry	8½	1	12	"	25 00
Boss Cove and Railway Station	I. Mossman.	¼	12	12	"	125 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Bloomfield and Main Post Road	C. Marr	½	6	12 months	25 00
Blueberry Hill and Salt Springs	H. Gillis	8	2	12 "	70 00
Blue Mountain and East River St Mary's	A. Cameron	19½	3	12 "	218 00
Blue Mountain and Greenvale	D. A. Stewart	2½	2	1 " (from June 1, '01)	1 66
Blue Mountain and New Glasgow	D. Holmes	15½	6	9 " (to Mar. 31, '01)	222 00
do do	G. M. Holmes	15½	6	3 " from "	75 75
Blue Rock and Lunenburg	R. A. Backman	5	1	12 "	48 00
Blue Mills and Iron Mines	D. D. McKinnon	5½	3	12 "	25 00
Bosdale, Barrachois and Railway Station	N. L. Nicholson	3½	3	12 "	60 00
Bosdale Chapel and Railway Station	D. N. McIntyre	1	12	3 " (to Sept. 30, '00)	13 00
do do	do	1	12	9 " from "	70 20
Boulardarie and Little Bras d'Or	P. Collins	14 & 6	2 & 3	9 " (to Mar. 31, '01).	162 00
do do	J. H. Christie	14 & 6	2 & 3	3 " from "	90 00
Boulardarie and Point Clear	Jessie Munro	4 & 3	3 & 2	12 "	98 16
Boyd's and Fraser's Mills	A. A. Boyd	2	3	1 " (from June 1, '01)	2 50
Boylston and Milford Haven Bridge	W. Imlay	¼	12	12 "	69 00
Boylston and Mulgrave	R. Whitman	30	3	12 "	480 00
Boylston and Tracadie Road	J. A. McPherson	5	2	12 "	30 00
Brazil Lake and Gardner's Mills	E. Nickerson	2½	2	12 "	29 14
Brazil Lake and Railway Station	Mrs. M. Iram	¼	3	3 " (to Sept. 30, '00).	6 25
do do	W. V. Jones	¼	3	6 " (to Mar. 31, '01).	12 50
do do	A. B. Gosby	¼	3	3 " from "	6 25
Brenton and South Ohio	S. Pennell	4	2	12 "	40 00
Brickton and Lawrencetown	A. L. Reid	3	1	11 " and 16 days (to June 16, 1901).	24 03
Brickton and Railway Station	L. W. Huntley	¼	6	14 days (from June 16, 1901).	1 14
Bridgeport and Railway Station	P. Leonard	300 yds.	12	12 "	35 00
Bridgetown and Dalhousie West	T. Todd	28	1	12 "	65 00
Bridgetown and Granville Ferry	J. F. Titus	14	3	1 " and 15 days (to Aug. 15, 1900).	31 00
do do	do	14	6	10 " and 16 days (from Aug. 15, 1001).	304 50
Bridgetown and Lawrencetown	E. Poole	10½, 7½	1	6 " (to Dec. 31, 1900)	29 74
do do	C. Poole	10½, 7½	1	6 " from "	29 74
Bridgetown and Parker's Cove	C. E. Dunn	21 r. t. & 27	1	12 "	128 00
Bridgetown and Railway Station	F. Crosskill	¼	12	12 "	100 00
Bridgetown and Upper Clarence	W. A. Balcom	12	6	8 " 17 days (from Oct. 25, '00)	171 17
Bridgewater and Halifax	J. Wood			Special trip	1 00
Bridgewater and Lunenburg	R. S. Whitman	12	3	12 months	190 00
Bridgewater and Mill Village	J. Hatt	39½	3	12 "	420 00
Bridgewater and Pleasant River	S. I. Feindel	10 & 10	2 & 3	12 "	225 00
Bridgewater and Railway Station	do	¼	12	12 "	125 00
Bridgewater and Shelburne	J. K. Hogg	86, 89¾16	6	12 "	5,725 32
Bridgewater and Stanley Section	S. T. Beck	32 r. t.	2	12 "	150 00
Brighton and Railway Station	C. Marr	4	6	12 "	131 04
Briley's Brook and Railway Station	A. McDonald	¼	6	12 "	78 00
Broad Cove Mines and Main Post Road	A. McDougall	2	2	12 "	20 00
Broad Cove Mines and Strathlorne	W. Lawrence	4	3	12 "	29 28
Broadway and Railway Station	J. D. Grant	11½	3	12 "	110 00
Brookfield and Forest Glen	H. E. Benjamin	13	2	12 "	75 00
Brookfield and Green's Creek	W. S. Hamilton	8	2	12 "	85 00
Brookfield and Liverpool	W. Johnson	27	6	10 " (to April 30, '01)	666 60
Brookfield and Malaga Gold Mines	B. M. Freeman	6	6	12 "	168 00
Brookfield and Railway Station	J. Graham	100 yds	24	12 "	62 40

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Brookfield and Upper Stewiacke	G. L. Andrew	18	6	3 mos. (to Sept. 30, '00)	109 74
do do	do	18	6	16 days (to Oct. 16, '00)	22 75
do do	S. C. Graham	18	6	8 mos. & 15 days from Oct. 16, '00	424 12
Brookland and Salt Springs	G. Gray	3	2	12 "	40 00
Brooklyn and Yarmouth	J. D. Morrill	4	2	12 "	50 00
Brook Village and Chesterville East	N. MacAskill	5	1	12 "	20 00
Brook Village and Glenelg	M. McDonald	8½	2	12 "	60 00
Brook Village and Rosedale	M. McKinnon	5	2	12 "	35 00
Brown's Mountain and Marshy Hope	R. McDonald	5½	1	10 " (to April 30, '01)	26 83
do do	J. McDonald	5½	1	2 " from "	5 00
Brule and Denmark	O. R. McCool	5	6	12 "	67 00
Brule Shore and Tatamagouche	G. Henderson	8	3	12 "	62 07
Bryon Island and Faureil	T. Chenell	9	1	Parts of season 1900-01	138 00
Bucktield and Main Post Road	H. Wynott	1	1	12 months	11 00
Burke and Mabou	D. Burke	5	1	12 "	15 00
Burlington and Victoria Harbour	T. A. Baker	16 r. t.	1	4 " (to Oct. 31, '00)	13 33
do do	do	16 r. t.	1	8 " from "	50 00
Burntcoat and Noel	J. Murray	4½	3	12 "	50 00
Cain's Mountain and McKinnon's Harbour	G. McKenzie	3	1	12 "	24 00
Caledonia Corner and Chelsey's Corner	J. H. McClelland	25	6	8 " (to Feb. 28, '01)	496 00
do do	do	25	6	2 " (to Mar. 31, '01)	208 00
do do	J. H. McLeod	25	6	2 " from "	115 83
Caledonia Corner and Liverpool	J. H. McClelland	30	6	2 " from May 1, '01	131 50
Caledonia Corner and Maitland	W. M. Thomas	29½ r. t.	6	6 " (to Dec. 31, '00)	181 36
do do	E. Lohnes	29½ r. t.	6	2 " (to Feb. 28, '01	60 45
do do	C. F. Cushing	30	6	4 " from "	104 00
Caledonia Corner and West Caledonia	John McGinty	3	3	12 "	85 00
Caledonia Corner and Whiteburn Mines	H. McGuire	6½	3	12 "	96 00
Caledonia Mines and Little Glace Bay	C. Campbell	1	6	12 "	30 00
Cambridge Station and Condon Settlement	J. Caldwell	12	1	12 "	55 00
Cambridge Station and Kinsman's Corners	J. H. Cox	15½	6	12 "	199 00
Cambridge Station and Railway Station	J. Caldwell	100 yds.	12	12 "	48 00
Camden and Truro	T. J. McKim	8	2	12 "	102 20
Cameron Settlement and Pictou Rd.	D. Cameron, sr.	9	3	12 "	89 00
Cameron's Mountain and Whycocomagh	J. D. McAskill	7	1	12 "	36 00
Campbell town and Italy Cross	J. Z. Wambolt	4	2	12 "	75 00
Canaan and Kentville	G. C. DeWolf	6	6	8 " (to Feb. 28, '01)	106 00
do do	F. E. Bishop	6	6	4 " from "	56 00
Canaan and Tusket	L. Andrews	31	2	12 "	177 00
Canaan Road and South Farmington	W. Marshall	8½ & 10	2 & 1	12 "	123 00
Canaan Road and Tremont	H. S. Ward	1½	1	12 "	14 00
Canaan Creek and Grafton	I. Steadman	6 & 6½	2 & 1	12 "	116 00
Canning and North Medford	E. G. West	4	1	12 "	20 00
Canning and Railway Station	C. W. Dickie	¼	24	12 "	48 00
Canning and Scott's Bay	W. H. Jess	16	6	6 " (to Dec. 31, '00)	176 00
do do	E. L. Jess	16	6	6 " from "	176 00
Canning and Scott's Bay Road	W. Butler	9	2	12 "	40 00
Canso Lake and Gaberouse	A. Munro	4	1	12 "	20 00
Canso and Guysboro	J. & W. Armsworthy	34	6	12 "	1 850 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cape Augnet and Robins	R. Goyetche	2½	3	12 months	35 00
Cape Dauphin and New Campbellton	D. M. McDermid	4	1	12 "	30 00
Cape Fouchu and Yarmouth.	R. D. Butler	3	6	Part of season 1900	2 45
do do	A. B. Crossly	3	6	Parts of seasons 1900-01	33 75
Cape George Harbour and St. Peter's	K. McKenzie	8	3	12 months	70 00
Cape Negro Island and North East Harbour	J. R. King	3	2	9 " (to Mar. 31, '01).	36 00
do do	A. Perry	3	2	3 " from "	19 50
Cape North and Dingwall	J. C. McPherson	4	3	12 "	57 00
Cape Sable Island and Clarke's Harbour	B. L. Goodwin	20	6	12 "	285 00
Carleton and Richfield	C. B. Harding	9	1	9 " (to Mar. 31, '01).	30 00
do do	E. G. Gavel	9	1	3 " from "	9 50
Carriboo Gold Mines and Upper Musquodoboit	G. Hamilton	7½	6	12 "	198 00
Carriboo Island and Waterside	F. McLean	3½	2	12 "	40 00
Carroll's Corner and Elmsdale	J. Carroll	19½	2	12 "	72 00
Castlereagh and Portapique	R. Gamble	16 r t.	2	12 "	99 56
Catalone and Catalone Gut	N. McAulay	4½	1	5 " (to Nov. 30, '00).	7 91
do do	J. McDonald	4	1	3 " (from April 1, '01)	4 75
Catalone and Railway Platform	A. R. McDonald	2	3	12 "	30 00
Catalone and Grand Lake	H. McDonald.	3	3	12 "	32 32
Catalone and New Boston	D. J. McDonald	5	2	12 "	56 00
Catalone Road and Railway Platform	H. A. McDonald	1½	3	12 "	24 24
Cedar Lake and Port Maitland	D. W. Corning.	18	2	12 "	50 00
Centennial and Long Point	D. McDonald.	4	3	12 "	40 00
Centredale and Lorne	D. W. Campbell	4½	3	12 "	40 00
Centreville and Halls Harbour	Z. West	9,7½ & 13	1	12 "	100 00
Centreville and Railway Station	C. M. Roscoe	¼	18	12 "	64 52
Chance Harbour and Pictou Landing	S. Fraser	4	2	12 "	50 00
Chaplin and Dean	L. A. Dean	2½	3	12 "	40 00
Chapman Settlement and Rockwell Settlement	L. Greeno	3	2	12 "	45 00
Chappell's Mills and Tidnish	D. D. Wells.	6	6	12 "	139 00
Charlo's Cove and Guysboro	T. O'Connor	27	6	11 " (from Aug. 1, '00)	701 25
Charlo's Cove and White Head	F. Fougére	11½	3	11 " "	219 08
Chebogue Point and Yarmouth	C. E. Weston	12	3	12 "	100 00
Cherryfield and Railway Station	G. F. Acker	½	3	5 " (to Nov. 30, '00).	20 83
do do	S. Meisner	½	3	7 " from "	28 21
Cherryfield and Sartys	W. Sarty	2½	1	12 "	30 00
Chesley's Corners and Meisners	S. Lohnes	5	2	8 " (to Feb. 28, '01)	50 00
do do	B. Conrad	5	2	4 " from "	25 00
Chesley's Corner and Northfield	J. E. Lohnes	7	2	12 "	48 48
Chesley's Corner and Railway Station	J. H. McClelland	½	12	12 "	73 00
Chester and Windsor	J. Webber	35	2	12 "	345 00
Chester Basin and New Ross	E. Cogley	15	2	12 "	99 88
Cheverie and Kennetcook	L. Sanford	8	1	12 "	38 00
Cheverie and Newport	A. Sanford	17	6	3 " (to Sept. 30, '00).	112 27
do do	do	17	6	5 " (to Feb. 28, '01).	402 00
do do	M. Rathbun	17	6	4 " from "	239 00
Cheverie and Walton	L. Brown	12	3	12 "	199 00
Chignecto and Maccan	W. C. Ripley	3½	3	12 "	94 00
Chipman's Brook and Lakeville	G. W. Porter	15	2	12 "	59 42
Chipman's Corner and Kentville	I. W. Pyke	2½	6	12 "	100 00
Christmas Island and East Bay	M. Bryden	31	3	12 "	448 00
Christmas Island and Railway Stn	J. McDougall	¼	12	12 "	55 00
Church Point and Railway Station	V. Thibodeau	2½	12	12 "	150 00
Churchville and Mountville	J. McMillan	3	1	12 "	23 00
Churchville and New Glasgow	W. Robertson	6	3	9 " (to Mar. 31, '01)	66 60
do do	J. J. McMillan	6	3	3 " from "	25 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Claremont and River Philip	M. T Shipley	4	2	9 mos. (to Mar. 31, '01)	30 00
do do	F. S Bent	4	2	3 " from "	20 80
Clarence and Lawrencetown	W. A. Balcom	4	4	3 " and 24 days (to Oct. 24, '00)	23 64
Clarke's Harbour and The Hawk	M. Atwood	33	6	12 "	150 00
Clarke's Road and Louisburg	J. MacLean	44	1	12 "	29 00
Clementsport and Clementsvale	C. W. Trumper	4	6	12 "	118 00
Clementsport and Railway Station	E. P. Roop	12	12	12 "	58 00
Cloverdale and Middle Stewiacke	Mrs. T. Winton	7	2	12 "	80 00
Clementsdale and Princedale	C. W. Trumper	34	2	18 " and 16 days (from Oct. 16, '00)	17 73
Clyde River and Upper Clyde River	R. Boyd	25	1	12 "	87 00
Coddles Harbour and Goldboro	T. S. McLeod	7	2	12 "	79 00
Cogmagun River and Kennetcook	M. Sanford, sr	5	1	12 "	16 00
Coldbrook Station and Railway Stn.	E. E. Porter	60 yds.	12	12 "	38 99
Coldstream and Gays River	M. Andrews	5	1	12 "	22 00
College Grant and Lochaber	A. Sears	44	2	12 "	30 00
Collegeville and North Lochaber	R. Nicholls	64	3	12 "	59 72
Collingwood Corner and Earmington	G. Nix	124	3	12 "	124 00
Collingwood Corner and Jackson's	R. Chapman	64	3	12 "	87 00
Collingwood Corner and Oxford Junction Station do		8	6	12 "	154 00
Comeau's Hill and East Chebogue	H. VanHorn	8	1	12 "	50 00
Comeauville and Railway Station	N. Comeau	28	12	12 "	80 00
Concession and Railway Station	P. J. Doucett	14	6	12 "	46 80
Comm's Mills and Railway Station	H. Demings	8	6	12 "	32 00
Conquerall Bank and Conquerall Mills	A. Snyder	5	1	12 "	40 00
Cook's Brook and Little River Musquodoboit	S. Kent	6	3	12 "	69 68
Copper Lake and North Lochaber	A. Manson	4	3	15 days (to July 15, '00)	2 80
Corberrie and Weymouth Bridge	L. Babine	14	2	12 months	109 00
Cow Bay and Dartmouth	G. Richard	20	2	12 "	150 00
Cowbeath and Sydney	R. Martin	3	2	12 "	40 00
Cranton Section and Frizzleton	G. Ingraham	34	3	12 "	19 00
Cross Roads, Country Harbour and Forest Hill	J. A. Mason	9	3	12 "	100 00
Cross Roads, Leitche's Creek and Leitches Creek	D. Johnson	3	3	12 "	29 00
Cross Roads, Leitche's Creek and North west Arm	A. D. Clark	1	6	12 "	40 00
Cross Roads, Leitche's Creek and Railway Station do		4	6	12 "	30 00
Cross Roads, Ohio and James River Station	J. McGillivray	10	6	6 " (to Dec. 31, '00)	100 00
do do	J. J. MacLean	10	6	6 " from "	99 00
Cross Roads, St. George's Channel and West Bay	A. McDougall	15	3	12 "	195 00
Crousetown and Petite Riviere Bridge	S. Hilton	3	1	12 "	24 00
Crow's Nest and Melrose	W. H. Weston	24	6	5 " (to Nov. 30, '00)	25 00
Culloden and Digby	C. E. Turnbull	17	1	12 "	64 00
Dalhousie Road and Lakeview	W. Franey	5	1	12 "	30 00
Dalhousie Road and Springfield Railway Station, &c	R. Stoddart	17, 2½, 2, 2-4	12	12 "	159 00
Dalhousie Settlement and Scotsburn Station	J. Ross	13	3	4 " (to Oct. 31, '00	68 38
do do	do	11	3	8 " from	107 17
Dartmouth and Halifax	J. E. Leadlay	14	18	7 " and 3 days to Feb. 5, '01	133 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Dartmouth and Halifax	J. B. MacLean	1¼	18	4 mos. and 25 days (from Feb. 3, '01).	91 25
Dartmouth and Montague Gold Mines	F. W. Cooper	7	3	12 "	120 00
Dartmouth and Musquodoboit Harbour	G. Richard	34	3	12 "	584 00
Dean and Shubenacadie	W. H. Guild	36	6	12 "	900 00
Debert Station and Folly Mountain	S. McLaughlin	17½	3	12 "	156 00
Debert Station and Masstown	A. Fulmore	4	6	12 "	90 00
Deep Brook and Railway Station	R. W. W. Purdy	1¼	12	12 "	44 44
Deep Cove and Gaberouse	R. Thomas	5	1	12 "	20 00
Delap's Cove and Granville Ferry	W. Hardy	12	1	4 " and 15 days (to Oct. 15, '00)	13 95
do do	do	12	2	8 " and 16 days (from Oct. 15, '00)	68 09
Denmark and Railway Station	J. W. McLeod	½	12	12 "	49 92
Denmark and Truro	D. McKenzie	36	3	12 "	458 00
Descouse and Lennox Ferry	P. McDonald	3	6	3 " (to Sept. 30, '00)	26 25
do do	do	3	6	9 " from "	234 00
Descouse and Portamond Wharf	do	1½	12	Parts of seasons 1900-01	34 17
Descouse and Rocky Bay	J. P. Gruchy	6	3	12 months	50 00
Devon and Goff's	G. C. Kerr	5½	2	12 "	51 00
Digby and Railway Station	G. A. Robinson	200 yds.	12	12 "	89 00
Digby and Thorneville	J. W. Mussells	8	2	12 "	49 00
Digby and Westport	W. H. Eldridge	43	6	1 " (to July 31, '00)	95 75
do do	do	43	6	11 " from "	962 50
Digby Wharf and Railway Station	G. A. Robinson	¼	12	12 "	125 00
Donnettville and North Range Corner	J. Zeigler	5 & 3	1 & 2	12 "	59 00
Dufferin Mines and Port Dufferin	Mrs. A Gallagher	4	3	12 "	80 00
Dunmaglass and Maple Ridge	A. D. Fraser	3½	1	12 "	25 00
Dunmore and McPherson	H. McGillivray	1½	2	12 "	19 48
Dunvegan and Margaree Island	D. A. McIsaac	5	1	12 "	19 72
Earltown and West Earltown	D. R. McKay	4½	2	12 "	52 00
East Amherst and Hastings	J. S. Crandall	2	2	12 "	40 00
East Bay and Glen Morrison	D. Morrison	4	2	12 "	40 00
East Bay and McAdam's Lake	J. McMullen	7½	2	12 "	67 00
East Bay and Rear Ben Eoin	H. A. Gillis	7	1	6 " (to Dec. 31, '00)	10 12
do do	J. Campbell	7	1	6 " from "	12 00
East Chebogue and Pinkney's Point	J. B. Surette	7	1	12 "	35 00
East Chezzetcook and Head of Chezzetcook	J. Smith	3	1	5 " (to Oct. 31, '00)	5 66
do do	do	3	3	7 " from "	34 00
East Chezzetcook and Lower East Chezzetcook	J. Conrad	3½	3	6 " (to Dec. 31, '00)	16 66
do do	C. Forest	3½	3	6 " from "	30 00
East Dover and Peggy's Cove	C. J. Scott	4	2	12 "	59 00
Eastern Harbour and Little River Cheticamp	M. T. Ramard	2½	2	12 "	23 48
Eastern Harbour and Margaree Harbour	D. Aucoin	23	6	12 "	547 00
Eastern Harbour and Pleasant Bay	D. Fraser	24½	2	12 "	180 00
East Joddore and Joddore Oyster Ponds	G. Mitchell	4	2	12 "	38 00
East Mapleton and East Southampton	A. Brown	6	2	12 "	100 00
East Margaree and Main Post Road	D. McInnis	2	6	12 "	65 00
East Mountain and Valley Station	C. C. Hoar	2½	2	3 " (to Oct. 31, '00)	10 80
do do	R. Nelson	2½	2	8 " from "	19 33
East River, St. Mary's and Green's Brook	M. Green	5½	1	12 "	20 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
East River Sheet Harbour and Lewistown	G. E. M. Lewis	7	6	12 months	150 00
East Side Port L'Hebert and Port Joli	W. McDonald	7	1	12 " ...	40 00
East Side Ragged Islands and Wall's Corner	J. Matthews	3	2	12 "	75 00
East Southampton and Railway Station	R. G. Harrison	1	12	12 "	60 00
East Southampton and South Brook	J. W. Brown	5	2	12 "	50 00
Eastville and Upper Stewiacke	R. J. Ellis	18½	6	9 " (to Mar. 31, '00)	201 75
do do do	G. Dickey	18½	6	3 " from	78 00
East Wentworth and Wentworth Station	D. G. Whidden	5	3	12 "	68 00
Edwardsville and Sydney	J. Morrison	29	2	12 "	50 00
Eel Brook and Lower Eel Brook	Z. Surette	2	6	8 " and 2 days (from Oct. 30, '00	38 56
Eel Cove and Main Post Road	D. MacLeod	4	6	12 "	15 00
Eel Creek and Oxford	M. Hannon	19	3	12 "	140 00
Eight Island Lake and Main Post Road	J. R. Sutherland	4	3	12 "	25 00
Ellershouse and Hartville	G. Swinchammer	1	6	12 "	45 00
Ellershouse and Newport	M. Harvey	6	2	12 "	100 00
Ellershouse and Railway Station	J. McDonald	50 yds	24	12 "	75 00
Elmsdale and Nine Mile River	do	7	2	12 "	64 68
Elmsdale and Railway Station	R. V. Reid	80 yds	12	12 "	92 40
Emerald and Main Post Road	M. J. Tompkins	3	2	12 "	35 00
Enfield and Goffs	J. McDowall	6	3	12 "	117 00
Enfield and Railway Station	H. F. Donaldson	50 yds	18	12 "	190 00
Enfield and Renfrew	F. D. Hume	7	2	12 "	74 00
Englishtown and North Sydney	J. Old	27	6	12 "	747 00
Erinville and Roman Valley	P. E. Farrell	7	1	12 "	32 80
Essex and Port Hastings	A. J. McLennan	12	1	12 "	57 60
Estmere and Alma Platform, &c.	H. A. Archibald	1 & 2	3	12 "	100 00
Estmere and Lower Wallace	J. S. McDonald	21	3	12 "	262 18
Etang du Nord and Grand Entry	J. Patton	24	6 trip	Part of season '00 & '01	125 00
Eureka and Railway Station	H. Grant	1	18	12 "	75 00
Fairview Station and Railway Station	V. E. Purcell	250 yds	6	12 "	50 00
Falkland and Hermans Cove	P. V. Hayes	3	2	12 "	50 00
Falmouth Station and Railway Station	E. E. Armstrong	12 yds	12	7 " Jan. 31, '01	27 42
do do do	F. H. Manning	12 yds	12	5 " from	19 78
Fauvel and Grand Entry	H. Taker	1 & 2	1	Part of season '00 & '01	12 71
Fawnbog and Lemontag	R. A. Buchanan	6	1 & 2	12 months	49 48
Felix South and Rose Bay	W. Mosier	6	1 & 2	12 "	10 10
Fenwick and Nappan Station	C. W. Rupert	3	4	12 "	64 00
Fergusson's Lake and Main Post Road	D. Fergusson	14	3	8 " at 122 per trip from 1st, '00	38 14
Ferry Landing and Jubilee	M. W. McLeod	3	2	12 "	12 00
Fifteen Mile Stream and Hopewell	J. McNaughton	30 & 42	1 & 3	12 "	200 00
Fisherman's Harbour and Port Hilford	A. I. Bingley	14	3	12 "	150 00
Five Islands and Great Village	A. J. [illegible]	28	6	12 "	148 00
Five Islands and Lower Five Islands	A. E. Wilson	2	6	12 "	80 00
Five Islands and Parrsboro	J. E. Morrison	15	6	7 " to Mar. 31, '01	140 75
do do	do	15	6	3 " from	58 00
Fletchers Station and Wellington Station	E. Large	1	6	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Folly Lake and Railway Station	C. Fields...	100 yds.	12	12 months.....	40 00
Folly Village and Railway Station	C. Lawrence	4½	12	6 " (to Dec. 31, '00).	100 00
do do	T. G. Wheaton	4½	12	6 " from "	100 00
Forest Glen and Kingsross	R. Y. McKenzie	3	1	9 " (to Mar. 31, '01).	4 86
do do do	Mrs. L. McLean	3	1	3 " from "	5 00
Forties Settlement and New Ross	J. Corkum.	5 & 12	1	12	101 64
Fort Lawrence and Railway Station	C. E. Baker	¼	12	12	101 00
Fort Lawrence and Upper Fort Lawrence	M. Chapman...	5½	3	12 "	60 00
Fort Louisburg and Louisburg	M. Pope...	3½	2	12 "	35 00
Fort Point and Weymouth	G. T. Cook...	3	2	12 "	30 00
Fourchu and Gabarouse	F. Gurney	12	3	9 " (to Mar. 31, '01).	138 75
do do do	G. Hardy.	12	3	3 " from "	65 00
Fourchu and Grand River	J. Morrison.	30	3	9 " (to Mar. 31, '01).	234 00
do do do	do	30	3	3 " from "	117 00
Four Mile Brook and Six Mile Brook	J. D. McKay	2	3	4 " (to Oct. 31, '01).	21 00
Frambroise and North Frambroise	L. McQueen	5	1	12 "	15 96
Frambroise and Stirling	A. McDonald.	4	2	12 "	26 48
Fraser's Grant and Heatherton	A. McDougall.	5	1	12 "	46 00
Fraser's Grant and New France	L. McNeil	1½	1	12 "	12 00
French River and McGrath's Mountain	W. Flynn	4½	2	12 "	27 00
Frenchvale and North West Arm	E. Goudhue.	7	1	12 "	48 48
Frizzleton and Marsh Brook	J. Lewis...	4	3	12 "	21 00
Gabarouse and Gabarouse Barrachois	J. Bagnell	1½	2	3 " (to Sept. 30, '00).	5 00
do do	do	1½	2	9 " from "	30 00
Gabarouse and Gull Cove	A. Hardy.	4	1	12 "	30 00
Gabarouse and Sydney	A. Richey	27	3	12	303 60
Gardiner Mines and Railway Station	H. G. Boutilière	2	6	12	60 00
Gaspereaux and Vesuvius	J. D. Martin	19	2	12 "	79 00
Gaspereaux and Wolfville	M. Cleveland...	2½	6	12	96 75
Gegoggan and Lascomb	H. Croft, sr...	6	1	" (from Nov. 1, '00	33 33
Georges River and North Sydney Junction Station	L. Day	2	12	" and 12 days from Oct. 20, '00).	139 67
Georges River Station and Long Island Main	D. B. O'Handley	2½	2	12	45 00
Georges River Station and Railway Station	W. Almon ...	80 yds.	3	12	25 00
Georges River Station and Scotch Lake	D. McKinnon..	3½	2	12	60 00
Georgeville and Glen Road	A. McInnes. ..	15	1	12	35 00
Georgeville and Malignant Cove	D. A. McInnes.	5	6	12	92 00
Georgeville and Morar	J. A. Gillis	2½	3	12	46 80
Gilbert Cove and Railway Station	A. Kinney.....	3½	12	12	128 00
Gilbert Mountain and Halfway River Station	D. Atkinson	8	2	12	78 48
Gillanders Mountain and Middle River	C. McLennan.	4	1	12	21 00
Gillies Cove and Orangedale	P. McLellan	2	2	2 " (from May 1, '01)	3 33
Glasgow and Shinimicas	S. McKinnon	4	2	12	35 00
Glassburn and Main Post Road	J. B. McDonald	½	6	12	8 00
Glencoe and Upper Glencoe	C. Campbell ..	3½	2	12	29 80
Glendale and West Bay Road	A. McDonald.	7½	6	12	244 00
Glenelg and Sherbrooke	T. Mc rath	10½	3	12	133 00
Glengarry and Malden	A. Beaton	4	2	12	30 00
Glengarry Station and Railway Station	A. McArthur..	100 yds.	12	12	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Glengarry Station and Union Centre	L. D. Nicholson	22 r. t.	3	12 months	140 00
Glen Margaret and Head of St Margaret's Bay	W. Maha	12	6	12 "	249 00
Glen Margaret and Peggy's Cove	G. Dauphinee	9	6	9 " (to Mar. 31, '01)	140 00
do do	O. Dauphinee	9	6	3 " from	42 25
Glenora and Main Post Road	W. A. Lamey	4	3	12 " and arrears	38 25
Glenwood and Railway Station	J. Frost & Sons	3	as req	12 "	200 00
Glenwood and Roberts Island	do	3	2	12 "	25 00
Goldenville and Sherbrooke	M. McGrath	24	3	12 "	70 00
Gore and Maitland	A. S. Smith	20	1 & 2	9 " (to Mar. 31, '01)	258 75
do	R. S. Walker	20	1 & 2	3 " from	86 25
Gore and Mount Uniacke	J. E. Weatherhead	27	3	12 "	140 00
Gore and Newport	T. Lockhart	41 r. t.	3	12 "	358 00
Gore and Shubenacadie	A. L. Wallace	45 r. t. / 33 r. t.	1	12 "	296 00
Graham's Siding and Railway Station	T. A. Brenton	150 yds.	6	10 " (to Apl. 30, 1901	27 10
do do	Mrs. M. Brenton	150 yds.	6	2 " from	8 58
Grand Anse and Grandique Ferry	D. McDonald	3	6	3 " (to Sept. 30, 1900	16 00
do do	J. McDonald	3	6	9 " from	48 00
Grandique Ferry and Lennox Ferry	Municipality of Richmond	½	6	12 "	600 00
Grandique Ferry and West Arichat	J. Parker	10	6	12 "	380 00
Grand Lake Station and Ry. Stn.	S. C. Fiske	300 yds.	12	12 "	35 00
Grand Narrows and Railway Stn.	E. A. McNeil	¼	12	12 "	35 00
Grand Narrows Rear and Iona	A. McDonald	5	1	12 "	19 00
Grand Pre and Long Island	A. Fullerton	2½	3	12 "	80 00
Grand Pre and Melanson	J. L. Simson	¼	3	12 "	70 00
Grand Pre and Railway Station	E. McLatchey	¼	12	12 "	87 35
Grand River and Grand River Falls	W. McKay	3	1	12 "	12 00
Grand River and St. Peters	R. C. Morrison	17	6	12 "	120 00
Granton and Westville	D. Porter	7	3	3 "	33 06
do do	do	7	3	8 " and 28 days (from Oct. 8, 1900	107 52
Granville Ferry and Victoria Beach	D. Cronin	17	6	12 "	288 00
Great Village and Londonderry Stn.	A. S. Kent	4	12	12 "	96 00
Green Cove and Main Post Road	John Roberts	1½	2	12 "	25 00
Greenfield and Meldrumfield	J. E. Tibert	5	3	12 "	72 00
Greenfield and Valley Station	A. J. McKenzie	5½	2	12 "	70 00
Green Harbour and Main Post Road	J. B. Firth	2	3	12 "	45 00
Green Hill and Westville	J. D. Cameron	6	3	12 " and arrears	156 13
Greenvale and Main Post Road	J. D. McIntosh	1½	2	11 " (to May 31, 1901)	18 33
Greenville Station and Henderson Settlement	J. R. McKeand	6	3	12 "	74 10
Grindstone Island, Etang du Nord and South Beach	J. Patton	5 & 9½	1	Parts of seasons 1900 1901	7 00
Grosses Coques and Railway Stn.	J. A. Cameron	4	12	12 months	200 00
Grosvenor and Railway Station	S. J. O'Neil	5	3	12 "	93 00
Gunning Cove and McNutts Island	C. E. Rapp	3½	1	12 "	18 18
Guysboro and Heatherton	D. D. Harrington	28	6	12 "	187 00
Guysboro' and Salmon River Lake	J. E. Lawlor	13	3	12 "	78 00
Guysboro' and Tor Bay	T. O'Connor	20	3	1 (to July 31, 1900	20 00
Guysboro' Intervale and North Intervale	J. M. Ferguson	3	3	12 "	78 88
Half Island Cove and Lower Whitehaven	S. Hendsbee	13	6	12 "	274 00
Halfway River Station and Harrison Settlement	J. Harrison	7	2	12 "	94 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Halfway River Station and Pettigrew Settlement	H. Fullerton	4½	3	8 mos. and 7 days (from Oct. 25, 1900)	47 92
Halfway River Station and Ry. Stn.	F. Fullerton	⅛	12	12 "	50 00
Halifax and Gottingen Street Branch	F. Hughes	1	18	12 "	140 00
Halifax and Lower Prospect	S. Slaunwhite	22½	1	12 "	84 00
Halifax and Mahone Bay	McLean Bros.	62	6	12 "	2,075 00
Halifax and Morris Street Branch	L. Mylins	¼	18	12 "	100 00
Halifax and Prospect	J. H. Walsh	21	2	12 "	125 00
Halifax and Railway Station	J. Nolan	1½	as req.	12 " (less fine)	967 00
do do	Sundry persons			Special trips	2 00
Halifax and Sambro	J. N. Smith, jr.	21½	2	12 months	80 00
Halifax Letter Carriers' Service	Halifax Electric Tramway Co.			11,000 tickets	330 00
Halifax and West River Sheet Harbour	R. Stoddart	83	3	4 months and 5 days (to Nov. 5, 1900)	395 27
do do	do	31 44/74	3 6	7 and 26 days (from Nov. 5, 1900)	1,140 63
Halifax Wharf and Intercolonial Railway Depot	F. Hughes			Special trip	1 00
Hansford and West Hansford	J. Duncan	2½	2	11 months (to May 31, '01)	41 25
Hantsport and Lockhartville	B. Nason	3	3	12 "	78 00
Hantsport and Railway Station	S. H. Mitchner	½	24	12 "	68 00
Harbour au Bouche and Ry. Stn.	M. Levangie	2	12	12 "	75 00
Harbourville and Railway Station	G. Collins	12	3	12 "	153 16
Harmony Mills and Westfield	W. C. Harlow	4	1	12 "	22 00
Hawthorne and Port Hood	A. D. Beaton	4	2	12 "	19 48
Hay Cove and Loch Lomond	K. McDonald	12½	3	12 "	78 00
Hay River and Mount Young	A. S. McKinnon	1½	3	12 "	30 00
Hazel Hill and Little Dover	P. Sampson	4	2	12 "	60 00
Head Indian Harbour Lake and Sherbrooke	A. F. Cameron	41 r. t.	3	12 "	193 00
Head Jeddore and Lower West Jeddore	S. Dooks	9	3	12 "	100 00
Head River Hebert and River Hebert	J. O. Scott	5	3	12 "	80 00
Heatherbell and Scotsburn Station	D. G. McKay	3	3	12 "	71 00
Heatherton and Railway Station	D. D. Harrington	½	12	12 "	35 00
Heatherton and Summerside	J. Chisholm	3	1	12 "	21 00
Hebron and Railway Station	S. A. Bain	½	12	12 "	75 00
Hectanooga and Railway Station	J. A. Blackadar	50 yds.	12	12 "	40 00
Hilden and Railway Station	M. A. Brown	½	12	12 "	50 00
Hillaton and Railway Station	E. R. Osborne	500 yds.	24	12 "	95 00
Hill Grove and Railway Station	S. Thomas	4	3	12 "	40 00
Hillsdale and Railway Station	M. Ferguson	12½	3	12 "	148 20
Hodson and River John	W. Gammon	10	3	12 "	69 00
Homeville and South Port Morien	H. Spencer	9	1	12 "	40 00
Hopewell and Railway Station	R. W. Cunningham	½	12	12 "	34 88
Hortonville and Railway Station	T. C. Curry	½	12	12 "	100 00
Indian Point and Mahone Bay	J. Ernst	5½	2	12 "	59 00
Inglisville and Lawrencetown	R. Beals	7	2	12 "	55 00
Iona and McNeil's Vale	D. McNeil	8	2	2 (to Aug. 31, 1900)	15 33
do do	E. N. S. McNeil	8	2	10 from "	63 67
Iona and Railway Station	J. C. McDonald	½	12	4 " to Oct. 31, 1900	16 66
do do	E. A. McNeil	½	12	8 from " "	33 33
Irish Cove and Lake Uist	D. McDougall	5	2	12 "	32 32
Iron Ore and Sunnybrae	J. McDonald	4	1	12 "	26 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route	Name of Contractor.	Description of Mails.	Number of Trips per Week.	Number of Miles per Week.	Period.	Amount.
						$ cts.
Ivera and Upper Settlement Middle River	J. N. McRae	2	2	12	12 months	24 00
Jacksonville and North Sydney	J. B. Jackson	3	6	12		144 00
James River and James River Stn.	J. G. Nichols	3	2	12		24 48
James River Station and Ry. Stn.	J. McDonald	100 yds.	12	12		24 00
James River and McKinnon's Harbour	M. McDonald	2	3	12		36 00
Jeddore Harbour and West Jeddore	S. Bezanson	3	2	12		24 00
Joggins Bridge and Railway Stn.	H. J. Wigmore	1	12	12		84 12
Joggins Mines and Lower Cove	C. Melanson	3	6	12		144 00
Joggins Mines and Railway Station	do	1	12	12		84 12
Jordan Bay and Shelburne	J. H. Bower	5 & 2 to 1	3 & 3	12		156 00
Judique and Melford	J. J. McDonell	14	2	12		96 00
Judique and Upper South West Mabou	A. McLellan	6	2	12		65 00
Kempt Head and Upper Kempt Head	D. K. McKenzie	3	2	12		24 00
Kennetcook Corner and Noel	J. Murray	20	2	12		48 00
Kennington Cove and Lounsburg	J. McLean	6	1	9	to Mar. 31, 1901	13 50
do do	A. McLean	6	1	3	31 03	13 50
Kentville and Lakeville	A. J. Boyle	19 r. t.	6	12		228 00
Kentville and New Ross	H. E. Ross	26	2	12		288 00
Kentville and Railway Station	J. R. Lyons	200 yds.	36	12		179 00
Kerrowgare and Sunnyvale	A. McLauchlan	4	2	12		48 00
Kewstoke and Whycocomagh	A. Macquarrie	7	1	12		36 00
Kingsberg and Laheve	R. Lawless	31 r. t.	3	9	to Mar. 31, 1901	17 10
do do	R. A. Backman	31 r. t.	3	3	31 01	78 00
King's Head and New Glasgow	M. McKenzie	7	3	12		108 00
Kingsport and McHard	W. West	2	3	12		48 00
Kingsport and Railway Station	A. G. Donald		24	9	to Mar. 31, 1901	11 25
do do	E. C. Wall		24	3	31 01 from	37 50
Kingston Stn. and Melvern Square	F. Spinney	2	6	12		72 00
Kingston Stn. and North Kingston	A. C. Vanwart	9 & 15	1 & 2	12		100 00
Kingston Stn. and Railway Station	J. F. Reagh	100 yds.	12	12		24 00
Kingston Station and Fremont	A. C. Vanwart	14 & 16 r. t.	1	12		7 68
do do do	A. J. Sanders	1	1	12		7 68
Kingsville and McIntosh's Mountain	D. L. McIntyre	7	2	12		24 48
Kingsville and Upper Canard	D. Boyd	2	2	12		24 00
Kinsmans Corner and Waterville	R. D. Pineo	18 r. t.	6	12		241 00
LaHave Island and West Dublin	R. Risbon		2	12		24 00
Lake Ainslie South Side and Strathlorne	L. McKinnon	17	3	12		117 00
Lake Annis and Railway Station	G. A. Cossitt		6	12		72 00
Lakeheads and Railway Station	J. E. Brown		6	12		72 00
Lake Munro and Milford	I. Munro	7	3	6	to Feb. 28, 01	11 25
do do	I. Munro	7	3	4	28 01	7 50
Lake Ramsay and New Ross	S. Hiltz		2	12		24 00
Lakevale and West Lakevale	R. R. Boyle	28	6	12		144 00
Lawlor and Lower Stewiacke	R. J. Parker	4	3	12		72 00
Lawrence and Lower North Side	D. J. Lloyd	9	1	6	to Dec. 31, 1900	3 00
					Jan. 1, 1901, to Mar. 31, 01	3 00
Lawrence and Prospect Corner Railway Station &c	N. C. Pineo	2 & 3	2 & 3	6	and 15 to Dec. 31, 1900	5 40
Lawrence and Railway Station	W. Lowe	1	3	6	to Dec. 31, 1900	5 40
					Jan. 1, 1901, to Mar. 31, 01	1 80

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lansdowne Stn. and Pleasant Valley	J. W. Sutherland	13	3	12 months	145 00
Lansdowne Stn. and Railway Stn.	G. Sutherland	3	12	12 "	50 00
Lapland and Newcomb	J. A. Newcomb	20 r. t.	1	12 "	47 00
Larry's River and White Head	L. Daspé	16	3	1 " to July 31, '00	21 66
Lawrencetown and Mineville	A. T. Crook	5	3	12 "	39 00
Lawrencetown and Nictaux Corner, (School House)	H. Daniels	16 r. t.	3	12 "	95 00
Lawrencetown and Railway Station	H. T. James	7	12	12 "	74 00
Leamington and Spring Hill	J. B. Nelson	4	2	12 "	48 00
Letteches Creek and Upper Letteches Creek	A. Beaton	5	1	12 "	35 00
Lewis Bay and Marion Bridge	R. R. McDonald	32 r. t.	3	1 " (to July 31, '00	16 77
do do	N. McDonald	32 r. t.	3	11 " from "	214 50
Lewis Bay and Upper Grand Mira	N. Campbell	5	3	12 "	25 00
Lewis Mills and Mount Uniacke	W. Glassey	8	2	12 "	120 00
Lewis Mountain and Wyvecomagh Bay, North Side	N. Martin	4	2	12 "	32 00
Lexington and Port Hastings	J. McKinnon	3	3	12 "	59 00
Linden and Pugwash	T. Hollis	10	6	12 "	218 00
Lingan and Sydney	J. O'Callaghan	35 r. t.	6	1 " (to July 31, '00	37 91
do do	N. McKinnon	35 r. t.	6	11 " from "	498 66
Linwood and Railway Station	J. DeCoste	2	12	6 " (to Dec. 31, '00	34 00
do do	H. DeCoste	2	12	6 " from "	33 50
Liscomb Mills and West Liscomb	W. A. Langille	58	2	12 "	50 00
Little Bass River and Pleasant Hills	D. McLaughlin	5	2	12 "	41 00
Little Bras d'Or and Point Aconi	J. Day	7	1	12 "	39 00
Little Glace Bay and Port Caledonia	C. Campbell	3	6	12 "	80 00
Little Glace Bay and Railway Stn	do	1	12	11 " and 14 days to June 14, '01)	57 36
do do do	do	1	24	16 days from "	5 27
Little Harbour and Rudway	S. J. Reid	4	2	12 months	25 00
Little Judique and Rear Little Judique	R. McDonald	2	2	12 "	20 00
Little Judique and Little Judique Pond	M. H. Beaton	4	2	12 "	24 40
Little Lorraine and Main à Dieu	H. McIntyre	4	1	12 "	20 00
Little Mabou and Port Hood	J. McIsaac	4	1	12 "	15 00
Little Pond and Sydney Mines	W. Marsh	4	1	12 "	19 00
Little River L'Hebert and Sable River	S. A. Craig	10	2	9 " (from Oct. 1, '00)	90 00
Little River and Oxford	R. O'Brien	4	3	10 " to April 30, '01	62 50
do do	do	4	3	2 " from "	16 66
Liverpool and Milton	W. T. Stafford	3	12	12 "	147 00
Liverpool and Port Medway	A. L. West	13	6	12 "	400 00
Liverpool and Western Head	do	7	3	12 "	150 00
Livingston's Cove and Pointe du Cap	D. McDougall	4	1	12 "	19 00
Lochaber Mines and Main Pier R.	J. S. McCarty	1	6	9 " from Oct. 1, '00	20 25
Loch Broom and Railway Station	R. McLeod	1	3	12 "	30 00
Logan's Tannery and Railway Stn.	W. Fretall	1	12	12 "	48 00
Londonderry Stn. and Railway Stn.	I. S. Geddons	200 yds	12	12 "	65 00
Lorway Mines and Old Barlegeque Mines	D. M. Vass	3	6	5 " (to Nov. 30, '00)	29 83
do do	W. Giovanetti	3	6	7 " from "	102 08
Louisburg and Railway Station	N. H. Murphy	1	12	11 " and 14 days (to June 14, '01)	57 36
do do	do	1	24	16 days from "	5 27
Louisville and River John	W. Wilson	4	3	5 months to Nov. 30, '00	7 99
do do	do	4	3	7 " from "	22 16
Lower Argyle and Railway Station	A. A. McDonald		12	12 "	52 00
Lower and West River	J. W. Fraser	5	3	12 "	77 48
Lower Argyle and Main Island	J. Babine	3	1-2	8 " & 16 days from Oct. 16, '00	35 46

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	Number of times per week.	Hours.	Period.	Amount.
						$ c.
Lower Canard and Port William Stn	J. L. Bishop	1 & 6	12 & 6	12	months	00
Lower Five Islands and Lynn	D. E. Lewis	6	2	12	"	00
Lower Fosters Settlement and Newbum	J. Venlot	3	1	6	(to Dec. 31, '00)	15 00
do do do	C. A. Geofrey	3	1	6	from	14 00
Lower L'Ardoise and Point Michaud	P. E. Sampson	4	2	12	"	26 00
Lower Meaghers Grant and Meaghers Grant	W. McCurdy	21	3	12	"	60 00
Lower Meaghers Grant and Mapleton Hadwen	W. Fisher	14	1	12	"	4 00
Lower Onslow and Truro	J. G. Miller	22 r. t.	3	1	to July 31, 00	16 56
do do do	G. A. Bartlett	22 r. t. 7	3	11	from	364 91
Lower River Hebert and Maccan	J. McAloney	9	3	12	"	125 00
Lower River Inhabitants and Point Tupper	W. Grace	12	3	12	"	231 00
Lower Settlement Middle River and Main Post Road	D. McRae	4	6	12	"	29 00
Lower Stony Harbour and Ship Harbour Lake	J. W. Webber	23 r. t.	3	12	"	100 00
Lower Stewiacke and Railway Stn	R. J. Pollock	5	24	12	"	94 00
Lower Stewiacke and Ramsay	W. Ramsay	5	28	12	"	28 00
Lower Stewiacke and Wittenburg	E. H. McGregor	20 r. t. & 23 r. t.	2 & 1	12	"	116 52
Lower Wentworth and Railway Stn	C. Angevine	8	6	12	"	173 00
Lower West Pubnico and Pubnico Head	D. Daly	9	6	9	(to Nov. 30, '00)	78 33
do do do	L. B. Smith	9	6	7	from	130 66
Lunenburg and Railway Station	A. C. Zwicker		12	9	to Mar. 31, '00)	111 74
do do	R. A. Buckram		12	3	from	18 08
Lunenburg and Second Peninsula	D. H. Zink	5	1	12	"	10 00
Lunenburg and Street Letter Box	J. M. Anderson	1	13	12	"	27 04
McAdam's Lake and Steeles Lake	H. McKinnon	4	1	12	"	32 00
McAulay's and Peters Brook	A. McLeod	3	1	12	"	10 00
McIntyres Lake and Milville	J. Duff	3	3	12	"	44 00
McIntyres Lake and Railway Stn	D. McIntyre	1	6	12	"	5 00
McKinnons Brook and Malone	A. R. Brehaut	13	3	12	"	100 00
McKinnons Harbour and Railway Station	J. Y. Cobb	1	6	12	"	5 00
McNaughton and Pelsons Brook	A. McNeil	4	3	12	"	30 00
McNeils and Main Post Road	F. McNeil	1	3	9	(to Dec. 31, '00)	7 50
Malone and Margaree Harbour	D. J. McLean	54	6	12	"	270 00
Malone and Port Hastings	H. A. Archibald	18	6	12	"	1 404 00
Malone and Southwest Ridge	F. Cameron	3	3	12	"	30 00
Malone and Whycocomagh	L. McNeil	18	6	12	"	468 00
Manson and Railway Station	R. D. Ross	100	24	12	"	1 248 00
Masters Cove and Malone Bay	J. W. Langille	8	6	12	"	40 00
Malone Bay and Railway Station	J. B. S. Zwicker	1	12	12	"	52 00
Melrose Bay and Upper New Cornwall	J. Ross	13	1	9	(to May 31, 00)	7 15
do do do	A. C. Zwicker	13	1	3	from	11 00
Merigomish and Waldon	C. A. Neil	13	1	12	"	52 00
Merton Dock and Railway Platform	H. McIntyre	7	3	3	"	36 00
Merry Dock and Seaforth Island	M. McLeod	9	1	3	"	4 68
Merrland and Noel	R. Weeks	12	6	12	"	156 00
Merrland and Spencers Island	J. Cox	10	6	12	"	130 00
Malagash Point and Railway Station, &c	J. McLennan	5	6	12	"	130 00
Malignant Cove and Maryvale	W. J. McDonald	1	1	12	"	4 00
Malignant Cove and Merigomish	A. C. Fraser	24	6	12	"	156 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts
Manganese Mines and Valley Stn..	C. C. Hoar	6½	2	3 mos. (to Sept. 30, '00)	12 00
do do	A. R. Fraser....	3½	2	9 " from "	29 25
Marble Mountain and Militia Point	M. McLeod.	7½	3	12 "	72 48
Marble Mountain and Railway Stn.	J. McMaster ...	18	6	8 " (to Feb. 28, '01)	330 00
do do	D. Beaton ..	18	6	4 " from " ..	196 33
Margaree Forks and North East Branch Margaree.....	A. G. McDonald	5	6	3 " (to Sept. 30, '00).	29 75
do do	do	5	6	9 " (to Nov. 30, '00.	39 66
do do ..	P. Tompkins .	5	6	7 " from " .	57 75
Margaree Harbour and Wyvercomagh.....	D. A. Campbell.	30	6	12 " (less fines	1,845 00
Margaretville and Middleton	R. Magranahan.	15	3	12 "	190 00
Margaretville and Morden	J. Redgate .	13½	1	12 "	39 60
Marion Bridge and Trout Brook...	N. Ferguson....	5	1	12 "	25 00
Marion Bridge and Woodbine	W. A. McLean	6	2	12 "	40 00
Marshalltown and Railway Station	I. T. Morgan	14	12	12 "	161 00
Marshville and River John	B. Langille	8½	3	12 "	40 00
Marshy Hope and Railway Station	J. W. Dewar.	½	3	12 "	26 00
Mattatalls Lake and Railway Stn	A. Patriquin....	12	3	12 "	128 00
Mavillette and Yarmouth	A. Bom	20	6	12 "	333 00
Meadows Road and Sydney Forks.	S. A. Gillis .	4	2	9 " and 14 days (to Apl. 14, '01) . .	44 15
do do	do	5½	2	2 " and 16 days from Apl. 14, '01)	16 28
Meadowfield Station and Murray-field.....	J. A. Ross .	7	3	12 "	105 00
Meadowville Station and Railway Station .	R. O'Connell..	½	12	12 "	54 32
Meadowville Station and Sundridge	G. Clark.... ..	4	3	12 "	69 00
Meiklefield and Main Post Road.	J. D. Meikle.. .	2	2	12 "	18 00
Meiklefield and Woodfield. .	do	4	1	12 "	14 88
Melford and River Dennis Station	K. McKenzie	6½	6	12 "	70 72
Melford and Upper River Dennis	R. McPhail. . .	2½	2	12 "	25 00
Melford and Victoria Lake . .	K. McLennan ..	2	3	12 "	25 88
Melrose and Sunnybrae	G. B. McIntosh.	35½	3	9 " (to Mar. 31, '01	301 38
do do	do	35½	3	3 " from "	105 00
Merigonishe and Railway Station	J. C. Mitchell ..	50 yds	12	12 "	80 00
Meteghan and Railway Station .	E. E. Sheehan..	5½	12	6 " (to Dec. 31, '00)	47 50
do do	W. German.	5½	12	6 " from "	24 00
Middle Musquodoboit and Moose River Gold Mines .	M. J. Higgins	14	3	12 "	175 48
Middle Musquodoboit and Marchville	J. G. Reid .	10 r. t.	2	12 "	48 40
Middle Musquodoboit and South Branch .	G. Phalen	12	1	12 "	48 00
Middle Musquodoboit and Wyses Corner .	J. Higgins .	27 r. t.	3	12 "	152 00
Middleton and Nictaux Falls ...	V. L. Whitman	8	6	12 "	167 00
Middleton and Outram .	N. Healey.	12	3	12 "	101 72
Middleton and Port George	T. S. Mosher .	8	3	12 "	88 00
Middleton and Railway Station .	O. Wheelock . .	1	18	12 "	164 00
Milford Station and Railway Stn.	J. W. Wickwire	.	12	12 "	62 40
Mill Road and New Ross .	T. M. Boylan .	5	1	12 "	24 48
Millsville and Six Mile Brook.....	J. D. McKay .	4½	3	8 " from Nov. 1, '00	86 66
Minudie and River Hebert, West Side.....	J. Barry .	7	6	12 "	250 00
Mira Gut and Fort Morien. ...	T. B. Terry .	25 r. t.	1	12 "	60 00
Moises Head and Pierpoint Chapel	J. Morel .	2	3	1 " (to July 31, '00	4 58
do do	T. J. Landry .	2	3	11 " from "	41 25
Mooseland and Tangier..	T. H. Hebbley	13	2	4 " (to Oct. 31, '00	42 10
do do	do	13	3	8 " from "	127 33
Morrison and Victoria Harbour	W. Dempsey	3½	1	6 " (to Dec. 31, '00)	13 00
do do	do	3	1	6 " from "	14 22

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Morrison and West Bay	R. Morrison	4	2	12 months	7 00
Moser's River and West River Shore Harbour	J. S. Cameron	32½	3 6	to Dec. 31, '00	250 54
do do	do	32½	3 3	to Mar. 31, '01	150 00
do do	do	32½	3 3	from	195 00
Mosherville and Rawdon	J. Britton	7	2 12		65 00
Mossman's Grant and Railway Stn.	W. S. Baker	100 yds.	6 3	to Sept. 30, '00	7 00
do do	E. S. Knox	100 yds.	6 9	from	18 75
Mountain Road and River John	R. Holt	4	2 6	to Dec. 31, '00	15 00
do do	A. Patrequin	4	2 6	from	16 50
Mount Denson and Railway Station	M. J. Shaw	2	6 12		80 00
Mount Thom Settlement and Salt Springs	M. C. Fraser	6	2 3	to Sept. 30, '00	16 50
do do	do	6	3 9	from	74 25
Mount Uniacke and Railway Stn.	D. Reid	135 yds.	24 12		261 84
Mount Zion and Whycocomagh	D. Morrison	1	1 12		20 00
Mulgrave and Railway Station	T. May	200 yds.	12 12		40 00
Mumies Mills and Orangedale	H. A. Archibald	18	2 12		23 00
Musquodoboit Harbour and Petpeswick Harbour	B. Young	6	3 12		50 00
Musquodoboit Harbour and Pleasant Point	A. Mosher	11	2 12		79 48
Musquodoboit Harbour and West Petpeswick	P. Young	5	3 12		40 00
Nappan Station and Railway Stn.	A. C. Barry	75 yds.	12 12		80 00
Narrows and Ragged Head	A. R. Hart	3	2 9	from Oct. 1, '00	22 50
New Albany and Railway Station	E. A. Merry	4	3 12		40 48
New Campbellton and New Harris	D. Morrison	5	1 2	to Aug. 31, '00	5 00
New Cumberland and West LaHave Ferry	O. Corkum	9½ r. t.	1 12		37 48
New Edinburgh and Weymouth Bridge Ferry	W. O. Doucet	5	6 9	to Mar. 31 '01	67 50
do do	do	5½	6 3	from	37 50
New Elm and Pleasant River	I. Lohnes	4	1 12		20 48
New Glasgow and Railway Station	J. W. Church	1	312 00 12		387 15
New Glasgow and Trenton	do	1	12 12		140 00
New Harbour and Junction Main Post Road	G. W. Pero	9	3 12		120 00
New Harbour and New Harbour West	A. T. Sangster	2	3 12		40 00
New Harris and New Harris Forks	J. McKenzie	5	2 10	from Sept. 1, '00	41 66
New Harris Forks and Main Post Road	A. Stewart	30 yds.	12 12		240 00
New Jersey Settlement and Westchester Station	T. Scott	7	2 12		93 10
Newport and Newport Landing	W. H. Knowles	8 & 9	18 2 12		173 88
Newport and Newport Station	J. E. Rathbun	5	12 12		240 00
Newport and Scott, Rawdon	R. G. Cochran	24 r. t.	1 12		37 48
Newport and Upper Newport	do	10	1 12		20 00
Newport and Walton	A. Chambers	20	6 12		240 00
Newport Station and Railway Stn.	L. H. Sweet	12 yds.	24 12		480 00
New Ross and Vaughans	A. M. Ross	14	2 12		40 00
Newtown and Scotch Lochaber	R. McLean	6	1 12		20 00
Newville and Railway Station	W. W. Black	20 yds.	12 12		240 00
Nictaux Falls and Nictaux South	J. B. Banks	2	1 12		15 00
Noel and Shubenacadie	R. M. Sterling	34	1 12		75 00
Noel and Walton	J. W. Stewart	14	6 12		180 00
North East Branch Margaree and Upper Settlement Middle River	J. McRae	13	2 12		80 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
North Lochaber and Sutherland..	A. Manson .	5½	3	11 mos. and 16 days (from July 16, '00) ..	85 37
North Gut St. Ann's and Main Post Road	N. McLeod ...	¼	6	12 "	10 00
North Middleboro and Pugwash Junction	W. K. Peers ..	9	3	12 "	117 00
North Range Corner and Ry. Station	C. B. McNeill	½	12	12 "	68 64
North River Bridge and Oregon Glen	K. McLean .	1	6	3 " (from April 1, '01)	15 00
North Salem and Shubenacadie ..	J. W. Densmore	5	1	12 "	39 00
North Sydney and Ferry Wharf...	J. Bratchie	¼	6	3 " and 22 days (to Oct. 22, '00)	14 40
do do ..	A. McDougall	¼	6	2 " and 19 days (to Jan. 9, '01) ..	13 80
North Sydney and Railway Station	do	¼	12&24	9 " (to March 31, '01)	135 95
do do	do	½		3 " from "	96 00
North Sydney and Street Letter Box	A. Bratchie	½	18	12 "	75 00
North Sydney and Sydney . .	Sydney Ferry Co	6	6	6 " and 9 days (to Jan. 9, '01) .	36 25
North Sydney and Sydney Mines	J. MacNeil....	3	12	12 "	135 00
North Wallace and Pugwash	F. Tuttle .	14½	3	12 "	168 32
Norwood and Railway Station	L. L. Robichean.	100 yds	6	4 " (to Oct. 31, '00)..	16 66
do do	D. R. Saunders..	100 yds	6	8 " from " ..	33 33
Nyanza and West Side Middle River	H. McRae..	4	2	12 "	24 72
Oakfield and Railway Station.....	F. H. M. Laurie	¼	12	12 "	40 00
Oban and St. Peters	J. R. Morrison..	168 r.t.	2	6 " (to Dec. 31, '00)..	35 00
do do	do	11	2	6 " from " ..	43 66
Odin and Stewacke Cross Road	A. Johnson	8½	2	12 "	95 00
Old Bridgeport Mines and Railway Station	D. McVicar	900 yds	12	5 " (to Nov. 30, '00)	25 00
do do	W. Giovanetti..	900 yds	12	7 " from " ..	29 16
Onslow Station and Railway Stn...	A. McCurdy ..	¼	12	12 "	76 00
Orangedale and South Side Whycocomagh Bay	A. McKinnon...	4	1	12 "	24 48
Outer Island Port Hood and Port Hood	W. D. Smith	5	3	12 "	30 00
Oxford and Oxford Junction Stn.	N. S. Thompson.	3½	6	2 " (to Aug. 31, '00)	26 41
do do ...	W. Dunsmore ..	3½	6	10 " from " ..	104 00
Oxford and Railway Station.... ..	N. S. Thompson.	1	24	12 "	124 80
Oxford and Rockly	T. McLeod . .	10	2	12 "	89 00
Oxford and West Hansford .	R. H. Thompson	3	3	1 (from June 1, '01)	4 16
Oxford Junction and Railway Stn..	C. Filmore .	150 yds	12	12 "	30 00
Paradise Lane and Port Lorne	E. S. Grant	8	2	12 "	58 00
Paradise Lane and Railway Station	H. W. Longley..	½	12	12 "	80 00
Paradise Lane and Roxbury.....	R. Hinds .	7	1	12 "	30 00
Parrsboro and Railway Station	F. McAlpine	¼	12	12	100 00
Parrsboro and Two Islands	M. A. Wasson.	5	2	12	27 56
Pennant and Sambro	J. F. Tough	3	2	12	32 00
Pictou and Pictou Island . .	C. D. Patterson.	12	1	12	234 00
Pictou and Pictou Landing . .	J. R. Christie. .	1½	6	12	197 80
Pictou and Railway Station .	W. McDonald..	½	as req.	12	402 10
Pictou and Street Letter Boxes	W. McDonald..	1½	12	8 and 16 days (from Oct. 16, '00) ..	110 50
Pictou and West River Station	T. G. Anderson.	25½	6	12	540 00
Pictou and Prince Edward Island Mails	P. Carroll .	.		Season 1900-01	167 00
do do	F. McLeod				50 00
Piedmont Valley and Railway Stn	J. A. McDonald	½	6	12 months	48 00
Pine Tree and Railway Station	R. Mitchell	1½	3	12 "	70 00
Pipers Glen and Upper Musquodoboit	J. Stronger .	4	2	12	25 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
						$ cts.
Pleasant Bay and Pollett's Cove	J. G. McIntosh	10	1	12	months	40 00
Pleasant Valley and Railway Stn	L. Craig	1	6	12		6 00
Pleasant Valley Corner and South Ohio	L. Tedford	6½	3	12		92 00
Plympton and Railway Station	C. M. Melanson	3	12	12		108 00
Point Edward and Sydney	D. Easton	4½	1	12		40 00
Pomquet and Railway Station	A. Melanson	2	12	12		87 97
Pomquet Station and Railway Stn	P. Benoit	½	6	12		21 25
Port Hastings and Railway Station	G. L. McQuarrie	6½	12	12		360 00
Port Hastings and Railway Wharf	do	½	12	12		61 00
Port Hastings and The Long Stretch	H. A. Archibald	4	1	12		44 00
Port Hood and Port Hood Island	J. Smith	1½	3	12	..	78 00
Port Hood and South West Port Hood	A. McDougall	5	2	12		40 00
Port Joli and St. Catherines's River	L. Robertson	6	1	12		26 24
Port Morien and Railway Station	J. McAulay	2½	12	12		156 00
Port Mouton and South West Port Mouton	C. Therian	4	1	3	.. to Sept. 30, 00	8 00
do do	E. Bowers	4	1	9	.. from	24 00
Port Royal and West Arichat	B. Sampson	3	6	12		65 00
Port Williams and Town Plot	H. L. Ralfuse	6½ r.t.	6	12		85 00
Port Wolfe Station and Ry. Stn	F. E. Forsyth	12 yds.	24	12	..	62 00
Port William Station and White Rock Mills	J. L. Bishop	5	3	12		62 36
Preston and Main Post Road	H. M. Wolff	1	3	6	.. to Dec. 31, 00	13 35
Preston and Main Post Road	D. Deloughrey		6	9	to March 31, 01	57 40
do do	A. Deloughrey		6	3	from	12 90
Princeport and Truro, &c	A. Youill	8, 23 r.t. & 16 r.t.	6, 2A	1 12		533 00
Princes Lodge and Railway Platform	L. A. Weir	¼	6	8	and 10 days (1 trip Oct. 22, 00	34 70
Pugwash and Pugwash River	D. H. Fraser	6	3	12	..	72 72
Pugwash and Railway Station	M. Chipman	½	12	12		41 04
Pugwash Junction and Railway Stn	W. Highet	150 yds	6	12		19 48
Rear Black River and West Bay	J. W. Morrison	4	2	12		60 00
Riversdale and Weymouth Bridge	J. E. Wagener	14	1	12		78 52
River Dennis Station and South Side Basin River Dennis	J. J. McPhail	9	6	12		173 00
River Hebert and River Hebert Station	J. O. Scott	1½	12	12		117 00
River John and Railway Station	W. Cameron	1	18	12		8 48
River John and Welsford	C. G. Langille	5	3	12		23 00
River John and Westerley	C. A. Sellars	5	3	8	and 24 days (1 trip Oct. 19, 00	16 80
Riversdale and Railway Station	D. H. Fraser	¼	12	12		41 00
Riversdale and Upper Keppentown	K. W. McLean	8½	2	12		41 00
Riversdale and West Bay Road	D. Dowling	1	3	12		8 28
Rockingham and Bruce Lake Station	O. F. Everson	18	3	12		140 00
Rockingham Station and Railway Station	C. S. Dickson	¼	12	12		8 00
Roman Valley and St. Andrews	A. M. Gillis	11	3	12		84 00
Rosedale and Weymouth	J. D. McLean	8	1	12		52 00
Round Hill and Railway Station	S. F. Eaton	½	12	12		8 00
St. Andrews and Upper Springfield	E. Bray	10	2	2		7 00
St. Peter's and McIntyre's Lake Station	C. N. McLean	30	6	12		140 00
St. Peter's and Sydney	M. J. McLean	60	1	2		17 00
Sable River and Stanley	A. Smith	11	3	12		146 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.			Amount.
							$ cts.
Salem and Stanley	H. Logan.	2	2	12	months		40 00
Salmon River Lake and South River Lake	R. Flynn.	15	3	12	"		117 48
Salt Springs Station and Railway Station	J. W. Black....	20 yds.	12	12	"		24 96
Stanleyville and Railway Station	M. A. Comeau.	1½	12	12	"		140 40
Saulnerville and Railway Station	B. C. Comeau..	½	6	12	"		31 20
Scotch Village and Woodville	A. Cochran....	10 r.t.	1	12	"		33 00
Scotsburn Station and Railway Station	D. McKay.	50 yds.	12	12	"		62 40
Scotsburn Station and Upper Scotsburn	G. W. Campbell	4	2	12	"		40 00
Scotsburn Station and West Branch River John	J. Rae	14	6	12	"		429 50
Scotsville and Strathlorne	J. M. Kennedy	9	2	12	"		50 00
Shad Bay and Whites Prospect Road	M. Burke	2	4	12	"		45 00
Sheffield Mills and Railway Station	J. H. Beckwith	¾	12	12	"		60 00
Shelburne and Barrington Passage Station ..	J. Frost & Sons	28	as req.	12	"		1,440 00
Shelburne and Upper Ohio	C. Harding.	38 r.t.	2	12	"		155 48
Sherbrooke and West River Sheet Harbour	A. F. Cameron	61½	3	9	"	to March 31, '01.	323 98
do do	do .	61½	3	3	"	from "	300 00
Short Beach and Yarmouth.	A. Bain.....	23½	4	1	"	to July 31, 0 0	20 56
do do do	do ..	25 r.t.	4	11	"	from "	275 00
Shubenacadie and Railway Station	A. C. Stenshorn	100 yds.	12	4	"	and 26 dys. to Nov. 26, '00	51 75
do do	do	100 yds.	48	7	"	and 5 days from Nov. 26, '00.	87 99
Shunacadie and Railway Station...	S. McKinnon	½	6	12	"		30 00
Sissiboo Falls and Railway Station	L. Teabo	3	6	12	"		60 00
Six Mile Road and Walker Station	A. Benjamin ..	3	3	12	"		37 44
Skye Mountain and Wyvernmagh	A. G. Nicholson	7½	1	12	"		41 08
Sluice Point and Surette Island....	J. Meuhasong...	2½	2	12			70 00
Sluice Point and Tusket	A. J. Leat ..	6	2	8	"	(to Feb. 28., '01.	38 66
do do do	do	9	2	4	"	(from ").	27 66
Smith's Cove and Railway Station	E. W. Potter	¼	12	12	"		78 00
Soldier Island and Watt Section Sheet Harbour	E. Harnish	6	3	12	"		75 00
Somerset and Railway Station, Berwick	G. W. Kinsman.	2½	3	12	"		52 48
South Brighton and Railway Station	G. S. Davison..	¼	12	12	"		80 00
South Branch and Upper Stewiacke	S. A. Fulton....	17 r.t.	3	12	"		120 00
South Farmington and Railway Station.....	M. T. Pearson		12	9	"	to March 31, '01.	56 25
do do	A. W. Randall.		12	3	"	from "	17 29
South Gut, St. Ann's and Baddeck	J. W. McLeod .	18	3	5	"	(to Nov. 30, '00.	91 94
do do	do	18	3	1	"	(to Dec. 31, '00.	21 00
do do	N. Carmichael..	20	3	6	"	from "	111 50
South Harbour and Wine Harbour	J. McPherson.	9	2	12	"		95 00
South Maitland and Truro	J. Watts	8	1	12	"		25 00
South Ohio and Railway Station	J. E. Allen.....		12	12	"		40 56
South Uniacke and Railway Station	H. Irving.....	100 yds.	6	12	"		30 00
Southdale and Main East Road	P. B. Hurlburt.	2½	2	12	"		25 00
Springhill and Railway Station ..	M. McPherson..		56	8 days		(to July 8, 1900.	4 91
do do	H. A. L. Glendenning		36	4 mos. and 17 days to Nov. 25, '00			87 36
do do	do		36	7	"	and 5 days from Nov. 25, '00	115 26
Stanley Mill and Waterville Hill	D. W. Herbert .	7	2	12	"		98 80

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Springhill Junction and Railway Station	Mrs. J. A. Dunn	1	12	12 months	16 37
do do	E. A. McKenzie	1	12	6 " to Dec. 31, 00	22 62
Spry Bay and Taylor's Head	S. McCarthy	2	3	6 " from	12 00
Stellarton and Railway Station	R. Fraser	1	30& 42	12	280 23
Stoddart's and Railway Station	C. W. Stoddard	1	2	12	40 00
Streets Ridge and Thompson Station	W. E. Lockhart	20	6	12	288 04
Sunnybrae and Railway Station	J. J. Cameron	13	6	12	208 00
Sydney and Ferry Wharf	A. Matheson	150 yds.	6	2 and 3 days to Sept. 30, 00	8 10
do do	L. Keefe	150 yds.	6	3 and 9 days to Jan. 9, 01	13 05
Sydney and Railway Station	C. J. Logue	1	24	12	504 10
do do	do	1	2	12	80 00
Sylvester and Railway Station	T. Gray	50 yds.	6	12	10 00
Tatamagouche and Railway Station	C. K. McLellan	1	12	12	38 50
Tatamagouche and Tatamouche Mountain	D. Menzies	18 1.1.	3	12	280 00
Tatamagouche and West New Annan	R. Glass	6	3	12	70 00
Thomson Station and Railway Station	J. W. Williamson	1	12	12	50 00
Thomson Station and Westchester	J. W. Rushton	13	2	12	136 00
Three Mile Plains and Railway Platform	W. Severight	20 yds.	6	12	40 00
Tracadie and Railway Station	F. Delorey	1	12	12	60 00
Truro and Railway Station, Street Letter Box, &c	J. G. Miller	1, 1 & 50 yds.	as req.	1 2	280 00
Truro and Upper Brookside	J. Clifford	4	2	12	40 00
Tupperville and Railway Station	H. Chipman	1	12	12	50 00
Tusket Wedge and Yarmouth	A. O. Pothier	12	as req.	12	250 00
Upper Clements and Railway Station	L. E. Williams	1	12	12	40 00
Upper Dyke Village and Railway Station	G. E. Barnaby	3	6	12	111 00
Upper Musquodoboit and West River Sheet Harbour	A. J. B. Clark	28½	3	12	168 00
Upper Newport and Windsor	L. Dimock	1	1	12	17 48
Valley Station and Railway Station	A. Christie	600 yds.	12	12	42 12
Wallace Bay North and Pugwash Junction Station	H. Emery	5	6	12	104 00
Wallace Bridge and Railway Station	M. K. Dickson	4	12	12	150 00
Wallace Grant and Wallace Station	R. H. Tingley	14	3	12	44 00
Wallace Station and Railway Station	J. E. Allen	1	6	12	54 00
Waterville and Railway Station	E. Pineo	100 yds.	12	12	52 00
Waterville and South Waterville	E. Peirson	11	1	12	26 00
Waverley and Windsor Junction	J. Otto	5	6	12	104 00
Wentworth Creek and Windsor	J. Trefry, Sr.	9	3	12	70 00
Wentworth Lake and Railway Platform	W. T. Wentzell	1	2	12	26 00
West Alma and Alma Platform	D. H. Kennedy	2	3	12	30 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Nova Scotia Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Westbrook and Railway Station	E. C. Dickinson	1	12	12 months	100 16
Westbrook Mills and Railway Station	E. G. Lewis	¼	12	12 "	50 00
Westchester and Westchester Station	E. J. Purdy	17 r.t.	2	12 "	80 00
Westchester Station and Railway Station	H. Hunter	20 yds.	12	12 "	31 20
West Lawrencetown and Main Post Road	T. A. Nangle	½	6	12 "	50 00
West Merigomishe and Railway Station	J. Olding	1	6	2 " and 3 days (to Sept. 3, '00)	7 02
do do	do	1	6	9 " and 27 days from Sep. 3, '00	41 17
West River Station and Railway Station	A. Fraser	75 yds	12	12 "	60 00
Westville and Railway Station	J. Johnston	¼	36	12 "	200 32
Weymouth and Railway Station	C. D. Jones	½	12	12 "	156 00
Weymouth Bridge and Railway Station	H. S. Hoyt	¼	12	12 "	65 00
Whycocomagh and Railway Station	D. J. Ross	9	12	12 "	160 00
Whycocomagh and Whycocomagh Mount	N. A. McDonald	4	1	12 "	20 00
Wilmot and Railway Station	A. D. Munro	1¼	12	12 "	81 12
Windsor and Railway Station	E. E. Burnham	½	24	12 "	274 00
Windsor Junction and Railway Station	P. Hessian	½	6	9 " (to March 31, '01)	60 00
do do	Mrs. M. Hessian	½	36	3 " from "	20 00
Windsor Junction and Halifax and Annapolis Postal Cars and Halifax and Moncton Postal Cars	P. Hessian	20 yds.	6	9 " (to March 31, '01)	45 00
do do	Mrs. M. Hessian	20 yds.	6	3 " from "	15 00
Wolfville and Railway Station	G. V. Rand	½	24	12 "	140 00
Woodbourne and Railway Station	D. Ballentine	1½	2	12 "	50 00
Yarmouth and Railway Station	A. Bain	½	12	12 " and arrears	337 75
do do	do	½	12	12 "	150 00
Yarmouth and Street Letter Boxes	Yarmouth Street Railway Co.	4 r.t.	14	12 "	125 60
				Total	$826,228 89

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

OTTAWA POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Ottawa Postal Division made within the Year ended June 30, 1901.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period	Amount.
					$ cts.
Alexandria and Kirkhill	R. McCormick	11	6	12 months	210 00
Alexandria and McCrimmon	M. McLeod	9	6	12	240 00
Alexandria Railway Station	A. J. McDonald	1	30	12	140 85
Alexandria and Green Valley Railway Station	A. McMillan	4	12	12	175 00
Alfred and Alfred Station	H. Pilon	3	12	12	45 00
Alfred and Montebello	O. Larocque	11	6	12	200 00
Algonquin and Bracebridge	E. Coville	10	6	12	300 00
Algonquin and Gleninore	E. Coville	3	3	12	100 00
Algonquin Park and Railway Station	Gilmour & Co.	1	12	12	120 00
Alice and Pembroke	A. F. Stressman	11	1	12	45 00
Allumette Island and Pembroke	M. McGuire	7	2	12	144 00
Almonte and Clayton	E. Blair	10	6	12	180 00
Almonte and Railway Station	R. Cochran	4	36	12	112 32
Almonte and West Huntley	P. Manion	12	3	12	90 00
Althorpe and Maberly	W. J. Norris	10	2	12	27 00
Angers and Cousineau	M. Carrière	6	2	12	30 00
Angers and Railway Station	L. Monette	4	12	12	90 00
Apple Hill, Maxville and Railway Station	H. Algure	8 & 4	6 & 6	12	225 00
Apple Hill and Railway Station	M. A. Grant	4	12	12	71 76
Appleton and Carleton Place	J. Power	14	12	12	184 00
Archer and Boucks Hill	S. W. Primer	9	3	12	90 00
Arnprior and Railway Station C.A.	J. Dagenais	4	12	12	78 00
Arnprior and Railway Station C.P.	J. J. Grace	1	24	12	260 00
Arnprior and White Lake	R. Fergus	12	6	12	237 81
Ashton and Prospect	W. T. Barrows	11	3	12	180 00
Ashton and Railway Station	N. H. Cram	2	6	12	80 00
Augsburg and Eganville	J. Wedtke	5	3	12	70 00
Aultsville and Bush Glen	G. L. & H. Bush	9	2	12	80 00
Aultsville and East Williamsburg	W. B. Cook	4½	6	12	75 00
Avonmore and Lody	D. Cameron	2	6	12	85 57
Avonmore and Railway Station	S. E. Shaver	1	12	12	200 00
Aylwin and Railway Station	B. N. Reid	2	6	12	137 50
Ramsville and Curry Hill	L. A. Curry	3	3	12	81 00
Ramsville and Railway Station	D. D. McCuaig	4	12	12	60 00
Balderson and Prestonvale	Wm. McFarlane	5	3	12	75 00
Balsam and Stearns Corners	J. Holly	1	4	12	4 00
Barb and Railway Station	A. A. LeRoy	3½	6	12	137 50
Barry's Bay and Railway Station	Wm. Martin	300 yds	12	12	40 00
Barrysvale and Railway Station	P. Barry	150 yds	6	12	35 00
Basin Depot and Kildalton Railway Station	C. W. Boland	58	2	12	286 75
Basin du Lievre and Railway Station	J. Lafrance	4 & 4	6 & 6	12	300 00
Beachburg and Cobden	W. Tuffs	13	6	8	153 67
Bell Mount and Otter Lake	G. Palmer	12	3	12	180 00
Berwick and Glenpayne	J. D. McInnes	32	1	12	52 00

APPENDIX B—*Contiaued.*

Detail of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Berwick and Railway Station	J. W. Hutt	¾	12	12 months	49 92
Billerica and Railway Station	E. A. Pritchard	¾	12	12 "	35 00
Bishop's Mills and Prescott	T. Baker	16	6	12 "	350 00
Bissett's Creek and Railway Station	C. W. McIntyre	20	6	12 "	24 96
Blackburn and Orleans	R. Dagg	3½	2	12 "	55 00
Black Donald and Mount St. Patrick	J. Moore	10	1	12 "	0 00
Blakeney and Sneddon's Railway Station	R. F. Stewart	¼	6	12 "	65 00
Boileau and Vernet	O. Charon	3	2	12 "	50 00
Bonfield and Chiswick	B. Perron	10	1	12 "	80 00
Bonfield and Railway Station	M. Cahill	1	12	12 "	150 00
Borromee and Orleans	T. Vachon	4	1	12 "	35 00
Bouck's Hill and Froatsburn	O. L. Prunner	4	2	12 "	35 00
Bowesville and Railway Station	H. Graham	2	3	12 "	70 00
Braeside and Railway Station	J. Gilhes	½	12	12 "	50 06
Bray's Crossing and Railway Crossing	E. Kelly	360 yds	2	12 "	16 00
Bredalbane and Vankleek Hill	C. Campbell	5	3	12 "	75 00
Bristol and Maryland	J. Duff	6	6	6 " (to Dec. 31, '00)	74 00
do do	W. W. Shirley	6	6	6 " from "	76 50
Bristol Mines and Elmside	T. Walsh	3	3	12 "	49 00
Bristol Ridge and Caldwell	S. A. W. Horner	2½	3	12 "	20 00
Britannia Bay and Railway Station	E. McAmmond	50 yds	12	12 "	15 00
Brockville and Morristown, N.Y.	W. P. Wells	2	6	12 "	165 00
Brockville and Railway Station (C.P.)	W. J. Clow	1	26	12 "	144 00
Brockville and Railway Stations Transfers (C.P. and G.T.)	W. J. Clow	24 yds	24	12 "	250 00
Brockville and Street Letter Boxes	W. J. Clow	2½	12	12 "	75 00
Brodie and Glen Robertson	W. Salsbum	5	6	12 "	202 00
Bromley and Douglas	R. Ross	2½	3	12 "	60 00
Brooke and Wenivss	E. Donnelly	3	2	12 "	39 00
Brudenell and Fownount	E. Jessup	4	3	12 "	49 00
Bryson and Portage du Fort	J. Brownlee	8	6	12 "	153 37
Bryson and Railway Station	J. Brownlee	5	12	12 "	99 00
Buchanan and Chalk River	J. Walker	10	1	12 "	80 00
Buckingham and Notre Dame de la Salette	G. Latour	18	3 & 6	12 "	470 00
Buckingham and Railway Station	C. W. Pearson	3	24	12 "	200 00
Burk's Corners and North Nation Mills	P. Lacoste	5	1	12 "	45 00
Burnstown and Springtown	A. Wilson	5	1	12 "	81 07
Burritt's Rapids and North Montague	H. Thompson	7	1	12 "	52 00
Cabogie and Crysler	F. Evans	4	3	12 "	120 00
Calabogie and High Falls	J. Dillon	7	1	12 "	60 00
Calabogie and Ireland	C. Naughton	5	2	3 " and 6 days (to Oct. 6, '00)	13 32
Calabogie and Railway Station	D. Dillon	½	12	12 "	49 00
Caldwell and Glengyle	R. Hermet	1	6	12 "	50 00
Caldwell Mills and Railway Station	M. McDonald	¼	12	12 "	60 00
Caledonia Springs and Railway Station	J. Labrosse	350 yds	12	12 "	90 00
Calumette Island and Dunraven	J. O'Hare	5	3	12 "	59 00
Calumette Island and Railway Station	J. E. Cahill	1½	13	12 "	93 33
Calvin and Mattawa	J. Souci	7½	3	12 "	90 00
Campbell's Bay and Railway Station	P. McNally	40 yds	12	12 "	25 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.		Period.	Amount.
						$ cts.
Campbell's Bay and Smith's Corners	D. D. Smith	3	2	12	months	30 00
Canaan and Vars	Isaac H. Lamond	25	6	12	"	300 00
Cannamore and Chesterville	M. Robinson	15	6	12	"	200 00
Cantley and Kirk's Ferry	M. Reid	8	6	12	"	104 00
Cantley and Lacerne	I. Blackburn	19	2	12	"	200 00
Cardinal and Hyndman	A. McFadden	13½	3	12	"	175 00
Cardinal and Railway Station	T. J. Dillon	1	21	12	"	150 00
Carleton Place and Railway Station	J. McFarlane		18	12	"	270 18
Carleton Place and Scotch Corners	D. Sinclair	7	2	12	"	78 00
Carp and Elm	W. Falls	8	3	12	"	60 00
Carp and Huntley	W. H. Hicks	14	6	12	"	124 00
Carp and Railway Station	do	¼	12	12	"	74 88
Carsonby and North Gower	B. Eastman	38	3	12	"	60 00
Carswell and Railway Station	A. Stewart	500 yds.	3	12	"	50 00
Cascades and Railway Station	R. Reid	¼	12	12	"	60 00
Casimer's Glen and Cornwall	J. A. Cashion	12	3	12	"	185 00
Casselman and Lemieux	J. Leroux	68	3	12	"	110 00
Casselman and Railway Station	A. Lalonde	250 yds.	24	12	"	40 00
Casselman and St. Albert	J. Chartrand	6	6	12	"	135 00
Castile and Rochefort	T. Mullin	4	3	12	"	147 00
Castleford and Castleford Station	W. J. Humphries	2¼	6	12	"	190 00
Castleford Station and Railway Station	J. B. Dickson	200 yds.	12	12	"	60 00
Cawood and Danford Lake	G. Foster	8	1	12	"	35 00
Cedar Hill and Fakenham	S. Connery	5½	3	12	"	105 00
Chalk River and Railway Station	T. Field	22	12	12	"	199 68
Chapeau and Waltham Station	A. S. Maloney	20	6	12	"	202 00
Chard and Pendleton	W. J. Brown	4	2	8	to Feb. 28, 01	10 00
do do	J. Johnston	4	2	4	from	20 00
Charteris and Greer Mount	W. Judd	8	4	12	"	105 00
Chartrand and Navan	E. Chartrand	3	6	9	(from Oct. 1, 01	60 00
Chelsea and Old Chelsea	J. Sweeney	1½	6	12	"	50 00
Chelsea and Railway Station	H. B. Prentiss	¼	12	12	"	61 56
Chêneville and Duhamel	G. Carriere	13	2	12	"	78 00
Chêneville and St. Andre Avelin	P. Hay	13	6	12	"	250 00
Chêneville and St. Emile de Suffolk	J. Breda	12	6	12	"	295 00
Chesterville and Morrisburg	R. McDonell	18½	6	12	"	350 00
Chesterville and Railway Station	J. G. Gillespie	¼	12	12	"	75 00
do do	do	¼	12	3	(to Sept. 30, 00 night service	18 75
do do	J. Foster	¼	12	9	from	37 50
Christy's Lake and Manion	J. Robinson	7	3	12	"	48 00
Clarence and Clarence Creek	A. Thivierge	5	6	12	"	185 00
Clarence and Thurso Railway Station	W. H. Dwyer	8	12	12	"	105 00
Clarence Creek and The Lake	N. Ouellette	5	2	12	"	70 00
Clayton and Helpenny	N. Helpenny	5	1	12	"	34 00
Clayton and Rosetta	R. Wilson	7½	2	12	"	70 00
Clayton and Torbeck	W. J. Rintoul	11	3	12	"	140 00
Clontarf and Egremont	C. Mangan	10	3	12	"	120 00
Cobden and Osceola	J. Ross	14 & 22	3 & 3	12	"	174 00
Cobden and Railway Station	do	¼	24	12	"	72 00
Cobden and Westmeath	T. Fraser	20	6	1	(to Oct. 31, 01	14 00
Coldfield and Railway Station	M. Hughes	1	6	12	"	72 00
Colquhoun and Dunbar	J. J. Cooper	11	3	12	"	70 00
Combermere and Killaloe Station	J. McGarvey	24	6	12	"	288 00
Cornwall and Railway Station	W. Mallon	1	1	12	"	52 00
do do N.Y. & O	D. J. McDonald	1	12	12	"	156 00
Cornwall and St. Andrews West	J. W. Crawford	8	3	12	"	120 00
Cornwall and Street Letter Boxes	D. J. McDonald	4	12	12	"	96 00
Cornwall and Warina	J. W. Crawford	12	3	12	"	72 00
Cornwall Centre and Mille Roches	P. Tyo	2	6	12	"	48 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Cross Lake and Railway Station	S. D. Schmidt	13	1	12 months	52 00
Crysler and Railway Station	T. Onderkirk	¾	12 12	"	99 84
Cullton and Douglas	T. Cull	4	1 12	"	30 00
Cumberland and Railway Station	D. N. McDonald	24	12 12	"	195 00
Cushing and Little Rideau	J. Little	4½	6 12	"	140 00
Dacre and Caldwell Railway Station	T. G. Franklin	9	3 12	"	165 00
Dacre and Esmonde	P. Curry	8	2 12	"	60 00
Dacre and Griffith	W. H. Adams	20	2 12	"	140 00
Dacre and Renfrew	D. Brownlee	22	3 12	"	174 00
Dalkeith and Railway Station	A. McLeod	¼	12 12	"	58 50
Danford Lake and Kazubazua Railway Station	H. Heeney	5	6 12	"	150 00
Danistown and Orleans and Ottawa	L. Proulx	1½ & 9	3 & 6 12	"	275 00
Darcyville and Micaville	J. J. McFarland	6	1 12	"	29 00
Davis Mills and Pembroke	R. E. Davis	12	1 12	"	50 00
Dawson and Osgoode Railway Station	J. J. McEvoy	5	6 12	"	147 00
Deux Rivieres and Halfway	S. Richardson	14	3 & 1 4	" (to Oct 31, 1900)	65 00
do do do	R. Ransom	14	3 & 1 8	" from "	130 00
Deux Rivieres and Railway Station	S. Richardson	¼	12 12	"	88 00
Diamond and Kinburn	J. McMillan	3½	3 12	"	96 00
Dixon and Wales	H. Barthe	7	6 12	"	144 00
Dixon's Corners and Dundela	G. Cooper	4	3 12	"	36 00
Douglas and Railway Station (C.A.)	T. Enright	1½	12 12	"	98 00
do do (C.P.)	J. Biledo	100 yds.	12 12	"	48 00
Doyle and Sheenboro	M. Doyle	12	1 12	"	59 00
Duclos and East Aldfield	C. Diotte	6	2 12	"	60 00
Duclos and Wakefield	C. Piche	5	6 12	"	290 00
Dumoine and Ralph	E. B. Eddy Co	70	1 12	"	300 00
Dunbar and Grantley	W. L. Hart	5	3 12	"	70 00
Dunrobin and South March Railway Station	Wm. Gow	20 & 21½	3 & 3 12	"	288 00
Dyer and Moose Creek	R. McLennan	3	3 12	"	50 00
Eastman's Springs and Piperville	J. Preston	4½	2 12	"	46 60
Eastman's Springs and Railway Station	J. Boyd	½	12 12	"	68 64
East Templeton and Railway Station	A. Lariviere	1	12 12	"	110 00
Eauclair and Railway Station	W. Mackey	¼	12 12	"	100 00
Egan Estate and Railway Station	W. G. McKay	¾	12 4	" 26 days (to Nov. 26, 1900)	20 24
Eganville and Germanicus	A. Sack	7½	2 12	"	48 00
Eganville and Pembroke	J. McCarthy	28⅝	3 12	"	374 00
Eganville and Perreault	M. Power	6½	1 12	"	48 00
Eganville and Ry. Station (C.A.)	J. Bolger	1½	12 12	"	81 12
do do (C.P.)	B. Hartney	¼	12 12	"	58 50
Eganville and Railway Station	J. Harris			1 special trip, Feb. 16, '01.	5 00
Elmside and Railway Station	W. W. Shirley	3½	6	12 months	77 00
Embrun and Longtinville	L. Maheu	3½	6 12	"	94 00
Embrun and Railway Station	J. Bruyere	¼	12 12	"	74 88
Emmett and Killaloe	G. Knold	4	2 12	"	54 50
Fabre and Quinn's Point	J. Lynch	3	1 3	" 8 dys. (to Dec. 8, 1900)	18 00
Fairfield East and Railway Station	S. E. Johns	⅛	3 12	"	35 00
Farrans Point and Osnabruck Centre	O. Baker	3	6 10	" (from Sept. 1, '00)	91 67

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.			Amount.
							$ cts.
Farrans Point, Osnabruck Centre and Railway Station	G. Kerr	6 & ½	6 & 12	2 mos.	to Aug. 31, 1900		30 00
Farrans Point and Railway Station	J. A. Sheets	½	12	10	" (from Sept. 1, 00		58 33
Farrelton and Railway Station	J. J. McGoey	½	12	6	" to Dec. 31, 1900		12 50
do do	W. Farrell	½	12	6	" (from		25 00
Farrelton and Stagsburn	A. McDonald	6	2	12	"		60 00
Felton and Russell	C. York	4	2	12	"		50 00
Ferguson's Falls and Perth	J. H. Morris	19¼	6	12	"		403 78
Ferme Neuve and Rapide de L'Orignal	L. Fontaine	12	1	12	"		60 00
Fieldville and Venosta	P. Mahony	5	2	12	"		35 00
Finch and Goldfield	J. McMahon	2½	3	12	"		63 00
Finch and Railway Station (C.P.)	D. G. McMillan	¼	12	12	"		75 00
do do (N.Y. & O.)	do	¼	12	12	"		74 88
Fitzroy Harbour and Galetta	H. Keeley	4	12	12	"		184 75
Fitzroy Harbour and Woodlawn	H. Weatherden	8½	6	12	"		165 00
Flower Station and Railway Station	S. M. Lyon	½	12	12	"		25 00
Folger Station and Railway Station	D. Wood	½	12	12	"		25 00
Fort Coulonge and Gower Point	G. Morrisette	4	3	12	"		70 00
Fort Coulonge and Leclair	C. Germain	4	2	12	"		52 00
Fort Coulonge and Railway Station	D. T. Gervais	¼	12	12	"		55 00
Fort William and Pembroke	A. S. Maloney	22	6	12	"		300 00
Fort William and Steamboat Wharf	J. McCool	140 yds.	12	Part of seasons 1900–'01			10 00
Fournier and Routhier	H. Blaney	8½	6	12 months			199 00
Foymount and Lake Clear	E. Jessup	4	3	12	"		42 00
Franktown and Railway Station	E. D. Edwards	½	12	12	"		96 00
Galbraith and Middleville	J. Scoular	7	2	12	"		42 00
Galetta and Railway Station	G. C. Whyte	½	12	12	"		59 28
Galston and Lake Talon	J. Adams	7	2	9	" and 2 days (from Sept. 29, 1900)		56 66
Gaudette and Kippewa	G. F. Graham	21 m W. & 40 m S.	1	9	(from Oct. 1, 00		112 50
Glen Andrew and St. Eugene	A. McDonald	5	6	12	"		25 00
Glen Gordon and St. Remi d'Amherst	G. Clarke	17	3	12	"		150 00
Glengyle and Railway Station	G. Morrison	50 yds.	12	12	"		20 00
Glen Robertson and North Lancaster	R. McDonald	23¼	6	12	"		285 00
Glen Robertson and Railway Station	N. Laframbroise	100 yds.	24	12	"		79 00
Glen Robertson and St. Anne de Prescott	R. Perrault	7	6	12	"		175 00
Glen Roy and Munro's Mills	G. Bougie	4	3	12	"		73 00
Glen Smail and Spencerville	E. Ellis	3	2	12	"		40 00
Golden Lake and Railway Station	F. Hugli	1	12	12	"		70 00
Golden Lake and Ruby	H. Zadow	6½	3	12	"		100 00
Gorman and Shamrock	J. Sammon	5	1	12	"		40 00
Gower Point and Westmeath	H. M. Carswell	9	3	12	"		100 00
Gracefield and Railway Station	J. Grace	600 yds.	6	12	"		30 00
Great Desert and Lake Talon	P. Boissonnault	5	1	12	"		10 00
Greenfield and Railway Station	D. McMillan	1	24	12	"		60 00
Green Valley and Railway Station	D. A. McDougald	¼	12	12	"		75 00
Green Valley and St. Raphael West	J. Riley	7½	6	12	"		47 00
Griffith and Matawatchan	A. McFayden	13	2	12	"		52 00
Grit and Nipissing Junction	M. Nolan	4½	1	12	"		40 00
Groveton and Spencerville	A. Henderson	3	2	12	"		48 00
Guigues and Lake Temiscamingue	P. McKenny	10	2	2	" from May 1, 0		18 00
Haley's Station and Queens Line	J. C. Anderson	6	2	12			60 00
Halverson and Masham Mills	P. McKenna	10	2	12			74 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Hardwood Lake and Wingle	C. B. Marquardt	6	1	12 months	40 00
Harrison's Corners and Railway Stn.	C. McDonald	¼	6	12 "	45 25
Harvey and Railway Station.	E. Hutson	50 yds.	6	12 "	31 20
Hawkesbury and Calumet Railway Station	W. Lawlor	5	6	12 "	400 00
Hawkesbury and L'Orignal	G. H. Pharand	6	12	12 "	235 00
Hawkesbury and Railway Station	B. McManus	¼	24	12 "	124 80
Hazeldean and Stittsville	J. A. Cummings	3½	6	12 "	150 00
Healeys and Stittsville	T. D. Healey	4½	3	3 " (from April 1, '01)	12 50
Henry and L'Orignal	D. Aubin	4½	3	12 "	74 00
Heyworth and Railway Station	M. J. Moore	2	6	12 "	80 00
High Falls and Post Road	C. Nitschka	½ & 2	6	3 " (to Sept. 30, '00).	12 50
do do	C. Strebe	½ & 2	6	9 " from "	37 50
Hopefield and Wilno	M. Daly	6	3	12 "	68 00
Hopetown and Lanark	T. Stewart	7	3	12 "	74 00
Hopetown and White	R. Jordan	12	1	12 "	55 00
Huberdeau and St. Remi d'Amherst	J. Labonté	9	3	12 "	140 00
Hull and Railway Station and Ottawa	M. Potvin	1 & 2	54 & 24	12 "	529 58
Hull and Simmons	B. A. Simmons	8	1	12 "	68 97
Hull and Street Letter Boxes	M. Potvin	2½	12	12 "	105 60
Hunter's Point and Kippewa	P. Kelly	24 & 26	1	12 "	195 00
Hunter's Point and Osgoodville	J. A. Laing	18	1	12 "	100 00
Inkerman and Suffell's Crossing	H. Miller	2	12	12 "	109 50
Inlet and Thurso	G. Bichler	20½	3	12 "	245 00
Irena and Rowena	W. J. Mullin	3	¼	12 "	90 00
Ironsides and Railway Station	A. Murphy	½	12	12 "	40 00
Iroquois and Pleasant Valley	J. Adams	14	3	12 "	147 00
Iroquois and South Mountain	G. Coons	15	6	18 days (to July 18, '00).	10 27
do do	T. J. Johnston	15	6	13 " (to July 31, '00).	18 00
do do	G. Cooper	15	6	6 mos. (to Jan. 31, '01)	157 00
do do	G. Raney	15	6	5 " from "	104 17
Jarnac and Ripon	U. Martin	8	1	12 "	50 00
Jasper and Railway Station	H. S. Moffatt	¼	6	12 "	30 00
Jockvale and Ottawa	J. Clothier	16	3	12 "	166 00
Johnston's Corners and South Gloucester	H. Forget	2	6	12 "	52 00
Joynt and North Wakefield	R. Joynt	12½	3	12 "	197 50
Judge and North Temiscamingue	H. Keays	5	1	10 " (from Sept. 1, '00)	26 66
Kazubazua and Lake St. Marv	J. Martel	6	3	12 "	100 00
Kazubazua and Railway Station	T. Marks	2½	6	12 "	68 00
Kemptville and Kemptville Junction Railway Station	L. H. & C. H. Banks	2	12	12 "	125 20
Kemptville and Merrickville	J. E. Knapp	19½	6	12 "	380 00
Kemptville and Millar's Corners	J. Bennett	11	6	9 " (to Mar. 31, '01)	225 00
do do	R. P. McGiovern	11	6	3 " from "	68 75
Kemptville and North Rideau	A. W. Powell	5½	2	12 "	80 00
Kemptville and Railway Station	W. Dickinson	1	18	12 "	200 00
Killaloe Station and Railway Station	M. Holly	100 yds.	12	12 "	62 40
Kilmarnock and Smith's Falls	W. H. Hunter	7	2	12 "	97 00
Kinburn and Limestone	J. Findlay	4	2	12 "	50 00
Kinburn and Panmure	Osborne & Hoffman	14	6	12 "	215 00
Kinburn and Railway Station	E. D. Osborne	¼	12	12 "	62 40

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
Kingsmere and Chelsea Railway Station	W. P. Murphy.	4	6	Part of seasons 1900, 1901	50 00
Kippewa and Railway Station	D. Ferguson	100 yds.	1 & 6	9 mos. to Mar. 31, 01	24 18
do do	O. Latour	100 yds.	1 & 6	3 " from	9 18
Kirk's Ferry and Railway Station	M. Reid	1	12	12 "	30 00
Klock and Railway Station	J. A. Bell	1	12	2 " to Aug. 31, 00	9 01
do do	J. McClelland	2	12	10 " from	44 95
Labelle and La Macaza	J. Lapointe.	9	1	12 "	50 00
Labelle and L'Annonciation	M. Dauphin	15	3	12 "	90 00
Labelle and Minerve	A. B. Desmarteau	144	1	12 "	100 00
Labelle and Railway Station	Longpre & Dumoulin	17	12	12 "	87 00
La Conception and La Conception Station	J. Giroux	54	6	12 "	135 00
La Conception Station and Railway Station	V. Legault	300 yds.	6	12 "	60 00
Lac Rond and St. Emile de Suffolk	M. Major	4	1	12 "	40 00
Lac Wendigo and St. Remi d'Amherst	E. Marcil.	12	1	10 " 11 days to May 11, '01	43 13
do do	N. Hardy.	12	1	1 " from June 1, '01	4 17
Ladysmith and Martin's Lake	M. J. Martin	5	1	12 "	40 00
Lake Talbot and Railway Station	T. Cahill	100 yds.	6	12 "	7 38
Lake Temiscamingue and North Temiscamingue	J. Lavigne.	22	1	12 "	200 00
Lake Temiscamingue and New Liskeard	do	18	1	12 "	130 00
do do	A. Lumsden	18	1 & 2	Part of seasons 1900, 1901	111 25
Lakeside and Plantagenet	W. H. McKay.	5	1	12 months	40 00
Lanimermoor and Livant Station	W. R. Grissom	14	1	12 "	15 00
Lanark and Middleville	C. Dodds.	7	6	12 "	16 00
Lanark and Perth	R. Hogan	12	6	12 "	64 00
Lanark and Watson's Corners	J. White.	7	3	12 "	40 00
Lancaster and Martintown	R. Wilson	12	6	12 "	200 00
Lancaster and South Lancaster	W. Gillespie	1	12	12 "	125 00
L'Annonciation and Nominingue	V. Martineau.	12	3	12 "	182 00
L'Annonciation and St. Veronique	M. Mercier	16	1	12 "	80 00
Leeds Centreville and Wiseassets	C. Robert	6	1	12 "	32 00
Lake Bank and Manotick Station	G. M. Brown	8	3	12 "	79 00
Leeds Winneck and Castleford Railway Station	W. Durbrow	35	3	12 "	90 00
Locksley Station and Ry. Station	H. A. Schultz	100 yds.	6	9 " from Oct. 1, 00	18 75
Leek and Moose Creek	D. Cameron	5	3	11 days to Jan. 14, 01	1 82
Leeds and Watson's Corners	J. Lorimer	7	2	12 months	40 00
L'Original and Calumet Ry. Station	E. Lee	8	6	12 "	148 00
Lorrainville and Ville Marie	J. Belanger	6	2	12 "	7 00
Low and North Low	J. Gemmell	4	2	12 "	8 00
Low and Railway Station	W. Brooks	1	12	12 "	5 00
Lumsden's Mills and Ry. Station	J. McCracken	1	4	12 "	20 00
Lumsden's Mills and Ville Marie	P. Kelly	70 & 80	1 & 1	12 "	60 00
Luskville and Railway Station	E. Desormeau	2	6	12 "	37 00
McDonald's Corners and McLaren's Depot	W. A. Gourlay	11	6	12 "	87 60
McMillan's Corners and Strathmore	J. McIntosh	45	3	12 "	90 00
Maberly and Railway Station	J. Maberly	1	6	12 "	5 00
Mackeys Station and Ry. Station	J. Dunlop	1	6	12 "	6 00
Maikkoff and Osgoode Ry. Station	A. Haggins	12	6	12 "	37 00
Manwaki and Gracefield Ry. Stn.	J. Nowd	32	6	12 "	80 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Maniwaki and Montcerf	P. Paradis	15	3	2 mos. (to Aug. 31, '00)	16 67
do do	J. B. Carriere	15	3	10 " from "	145 83
Maniwaki and River Joseph	A. Lachapelle	8	1	12 "	54 00
Maniwaki and St. Boniface	H. Dufour	9	1	12 "	45 00
Manotick and Railway Station	B. McCarnen	3½	6	12 "	140 00
Maryland and Railway Station	S. Smith, jr	40 ft.	12	12 "	20 00
Maryland and Wood Lake	P. McCann	17½	2	12 "	120 00
Masson and Railway Station	G. Larose	½	12	12 "	40 00
Mattawa and Railway Station	J. B. Belanger	1	18	12 "	250 00
Mattawa and Town Hall Ry. Stn.	G. Smith	50 ft.	4	12 "	36 41
Maxville and Railway Station	D. A. McArthur	¼	18	12 "	75 00
Maxville and Riceville	J. Baker	17½	6	12 "	445 00
Merrickville and Newmanville	G. E. Johnston	5¼	2	12 "	84 00
Merrickville and Railway Station (night service)	W. M. Ross	½	12	12 "	85 00
do do	J. M. Kempffer	½	12	12 "	50 00
Metcalfe and North Osgoode	H. H. Beamish	3	3	12 "	70 00
Metcalfe and Ottawa	J. Simpson	21	6	12 "	312 00
Metcalfe and Russell	A. J. Beckstead	12	6	12 "	214 00
Micaville and Perth	S. P. White	9	4	6 " (to Dec. 31, '00)	77 50
do do	P. McParland	9	4	2 " (to Feb. 28, '01)	34 00
do do	M. McNamee	9	4	4 " from "	70 00
Monckland Station and Ry. Station	A. B. McDonald	¼	12	12 "	60 00
Montebello and Railway Station	F. F. Aubry	½	24	12 "	98 91
Montebello and St. Amedée	E. McClusky	6	2	12 "	80 00
Montpelier and Ripon	J. Bissonnette	7	1	12 "	24 80
Moose Creek and Railway Station	T. Dorey	¼	24	12 "	75 00
Moose Creek and Sandringham	F. Brunet	4½	6	12 "	102 62
Morrisburg and Waddington, U.S.	D. Roach	3	6	12 "	75 00
Morrisburg and Winchester	W. Ross	17	6	12 "	310 00
Mouhanette and Mille Roches Stn	S. B. Forsythe	1	12	12 "	200 00
Mountain and Railway Station	S. W. Van Allen	¼	12	12 "	50 08
Mountain and Reid's Mills	do	7½	6	12 "	124 75
Mountain and South Mountain	E. Mill	3½	12	12 "	100 00
Mountain and Van Camp	H. E. Carson	3½	6	12 "	87 00
Mount St. Patrick and Ry. Station	J. J. Carter	8½	3	5 " (from Feb. 1, '01)	36 00
Mowat and Railway Station	G. W. Bartlett	40 yds.	12	12 "	10 00
Mud Creek and Smith's Falls	W. Sheridan	6	2	12 "	80 00
Muldoon, Railway Station and North Onslow	J. J. Muldoon	3½ & 10	6 & 3	12 "	174 00
Newington and Railway Station	G. F. Jardine	¼	12	12 "	74 88
New Liskeard and New Park	A. D. Hermiston	10	1	1 " (from June 1, '01)	2 09
Nipissing Junction and Ry. Station	J. C. Ritchie	¼	12	12 "	62 40
Nominingue and St. Gerard de Montarville	R. Jette	23	1	8 " 8 days (from Oct. 24, '00)	120 31
North Augusta and Bellamy's Railway Station	R. Bowman	4½	6	12 "	149 00
North Augusta and Prescott	P. Ledger	17¾	2	12 "	125 00
North Bay and Ry. Station	W. McDonald	¼	36	12 "	318 24
do do Transfers	C. F. Ry. Co			12 "	300 00
North Branch and Russell	R. Scarf	2½	6	12 "	65 00
Northcote and Renfrew	J. McConnell	15	3	12 "	145 00
Northfield and Railway Station	W. W. Alguire	1½	6	12 "	70 00
North Gower and Reeve Creek	T. Salter	3	2	12 "	45 00
North Nation Mills and Ry. Station	D. Landreau	3½	6	12 "	176 00
North Valley and Osgoodby Corners	J. A. Dunbar	4	3	12 "	70 00
North Wakefield and Ry. Station	J. R. Morrison	400 yds.	12	8 " to Feb. 28, '01)	16 67
do do	J. Blair		12	4 " from "	8 33
do do	J. R. Morrison		12	Part of season 1900	9 99

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
North Wakefield and Ry. Station	J. Blair	400 yds	12	Part of season 1901	3 37
Notre Dame de la Salette and Notre Dame du Laus	G. Roy	32½	3	12 months	395 00
Notre Dame de la Salette and Poltimore	H. Last	7	3	12 "	80 00
Notre Dame du Laus and Rapide du L'Orignal	P. Filiatreault	52	1	12 "	300 00
Oak Grove and Adamston Ry. Stn.	S. F. Brown	1	6	12 "	75 00
Oliver's Ferry and Railway Station	W. McCue	5½	6	12 "	200 00
Oliver's Ferry and Rideau Ferry	A. Smith	1½	6 & 1	12 "	35 00
Osgoode Station and Railway Station	M. J. Buckels	10 yds.	6	12 "	15 00
Ottawa Letter Carrier Service	Ottawa Electric Railway Co.			12 "	900 00
Ottawa and Ottawa East	V. Borvin.	1	6	12 "	72 00
Ottawa Parcel Delivery	Electric Baggage Transfer Co.			Special service Dec 24, '00	4 00
Ottawa and Post Office Department	E. Batterton	120 yds	as req.	12 months	499 80
do do do	J. Graves	120 yds	as req.	12 "	743 40
Ottawa and Railway Stations and Steamboat Landing	Ottawa Electric Railway Co.	1, ½ & ¼	as req.	12 "	4,000 00
Ottawa and Ramsay's Corners	W. Alexander	7½	3	12 "	130 00
Ottawa and Richmond	A. B. McDonald	20	6	12 "	198 00
Otter Lake and Strawville	J. Lester	24	6	12 "	300 00
Oxford Station and Railway Station	A. J. Sanderson	¼	3	12 "	36 00
Pakenham and Railway Station	D. Shaw	¼	24	12 "	187 00
Papineauville and Railway Station	A. Forster	¼	24	12 "	120 00
Papineauville and St. Andre Avellin	P. Boyer	9	6	12 "	30 00
Pembroke and Railway Station	M. Belaire	¼	36	12 "	200 00
do do do	do	¼	12	12 "	150 00
do do do	do	¼	2	12 "	12 00
do do do (Ca. At.)	G. H. Belaire	75 yds	6	9 (from Oct. 1, '00).	15 00
Pembroke and Stafford	D. Childerhose	17	3	12 "	198 00
Pembroke and Westmeath	T. Coode	15 & 12	6	8 (from Nov. 1, 00	133 33
Pendleton and Papineauville Railway Station	H. Roy	17	6	12 "	200 00
Perkins and St. Rose de Lima	C. Rochaleau	7	4	12 "	175 00
Perrottton and Government Road Crossing	R. Charley	3 & 3	3 & 3	12 "	110 00
Perth and Playtair	J. Buffam	14	3	12 "	100 00
Perth and Railway Station	J. Allan	¼	26	12 "	200 00
Perth and Tennyson	W. H. Devlin	10	1	12 "	40 00
Petawawa and Railway Station	S. Demers	1¼	3	12 "	80 00
Point Alexander and Railway Station	T. McAnulty	6	3	12 "	120 00
Point Comfort and Wright	E. S. Lockie	14	2 & 1	12 "	120 00
Pointe Gatineau and Quinnville	M. Cadieux	6	1	12 "	50 00
Pointe Gatineau and Railway Station	T. Cayen	1½	12	12 "	110 00
Portage du Fort and Haley's Railway Station	J. E. Dolan.	7	12	12 "	300 00
Portage du Fort and Ross	D. McLaren	3	3	12 "	60 00
Portage du Fort and Starks' Corners	S. Young	4	2	12 "	40 00
Prescott and Ogdensburg, N.Y.	W. McInnes	2	12	12 "	250 00
Prescott and Railway Station	A. McFarlane	¼	18	12 "	97 00
Prescott and Street Letter Boxes	W. McInnes	2	18	12 "	144 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Quyon and Railway Station	W. Richardson.	1	12	12 months	75 00
Radford and Shawville	S. Armstrong	3	3	12 "	65 00
Rapides des Joachims and Moore's Lake Railway Station	H. R. Downey	6	6	12 "	225 00
Rapides des Joachims and Rowanton	do	20	3	12 "	350 00
Rapides des Joachims and Steamboat Landing	do	120 yds	6	Part of seasons 1900-01	10 00
Raycroft and Parlock	R. White	4½	1	12 months	25 00
Renfrew and Railway Station (C.A.)	D. Brownlee	¼	12	12 "	62 40
do do (C.P.)	do	¼	30	12 "	149 00
do do (K & P.)	J. Harris	¼	12	12 "	72 00
Renfrew and Stewartville	D. Brownlee	13½	6	12 "	290 00
Richmond West and Stapledon	T. H. Stapledon.	3½	3	9 " (to Mar. 31, '01)	41 25
do do	T. E. Riley	3½	3	3 " from "	19 50
Rideau View and Residence of J. Blair	J. Blair	¼	3	12 "	25 00
Ripon and St. André Avellin	Z. Whissell	7	6	12 "	124 00
Rockingham and Rosenthal	T. Mahon	6	1	12 "	20 00
Rockingham and Strathtay	J. O'Brien	13	1	12 "	50 00
Rockingham and Wingle	J. Maddigan	14	2	12 "	104 00
Rockland and Railway Station	J. A. Dent	28	6	12 "	114 00
Rockliffe and Railway Station	T. D. McKay	50 yds	6	12 "	24 96
Rowanton and Stubbs' Bay	J. R. Booth	42	1	12 "	350 00
Russell and Railway Station	D. Moquin	½	12	12 "	40 56
St. Eugène and Railway Station	P. Kelly	800 yds	12	12 "	50 00
St. Onge and Embrun Railway Station	N. P. Labrosse	¼	12	3 " (to Sept. 30, '00)	18 72
do do	L. Hebert	¼	12	9 " from "	56 16
St. Rose de Lima and East Templeton Railway Station	N. Beauchamp	¼	12	12 "	60 00
Sand Point and Railway Station	J. R. McDonald	⅛	12	12 "	109 20
Shamrock and Whelan Lake	S. Whelan	7	2	12 "	70 00
Shawville and Railway Station	J. A. McGuire	1	12	12 "	45 00
Sheedy and Ashdad Railway Station	J. J. Carter	9¾	3	7 " 10 days (to Feb. 10, 1901)	67 53
Skye and Greenfield Railway Station	D. McMillan	9½	6	12 "	219 69
Smith's Falls and Railway Station	H. Carley	½	24	12 "	174 72
do do (night service)	do	½	24	12 "	165 00
Snake River and Railway Station	W. Douglas	4½	3	12 "	145 00
South Indian and Railway Station	J. K. Meredith	½	24	6 " (to Dec. 31, '00)	36 50
do do	M. Shaver	½	24	6 " from "	36 50
South March and Railway Station	S. S. Cheetham	2	6	9 " (to Mar. 31, '01)	67 50
do do	Jos. Smyth	2	6	3 " from "	22 50
Spencerville and Railway Station	W. Lawson	14	6	12 "	75 00
Stanley's Corners and Stittsville	J. Stanley	2	3	9 " (to Mar. 31, '01)	30 00
Stittsville and Railway Station	S. Mann	120 yds	12	12 "	62 40
Summerstown and Summerstown Station	H. Hagerty	3	6	12 "	77 72
Summerstown Station and Railway Station	J. A. Cameron	400 yds	12	12 "	50 00
The Brook and South Indian Railway Station	T. Lefebvre, sr.	15	6	12 "	367 50
Thurso and Valencay	O. Emerie	14	3	3 " (to Sept. 30, '00)	35 00
do do	D. Blackburn	14	3	3 " (to Dec. 31, '00)	68 75
do do	G. V. Gauthier	14	3	6 " from "	87 50

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Ottawa Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	Trips per Week.	Number of Weeks.	Period.	Amount.
						$ c.
Tove's Hill and Winchester Springs	G. Carter	3	3	12	months	36 00
Vankleek Hill and Railway Station	J. A. Villeneuve	¼	24	12	"	124 00
Vars and Railway Station	J. Fraser	¼	18	12	"	60 00
do do	do	¼	6	12	"	20 00
Venosta and Railway Station	J. McCaffrey	¼	6	12	"	26 00
Ventnor and Spencerville Railway Station	W. Cook	5¼	6	12	"	90 00
Ville Marie and Temiscamingue Station	A. Lumsden	70	1		Part of seasons of 1900-01	140 00
Vinton and Railway Station	W. Grace	2	7	12	months	58 00
Wakefield and Railway Station	E. Johnstone	¼	12	12	"	50 00
do do	do	¼	12		Part of seasons 1900-01	26 70
Wales and Railway Station	L. John	¾	12	12	months	49 00
Walker and Harney's Crossing	P. Harney	1½	2	12	"	35 00
Waltham Station and Railway Station	J. Chouinard	¼	12	12	"	25 00
Wemyss and Railway Station	D. McFarlane	¼	6	12	"	32 00
Wendover and Railway Station	H. St. Pierre	3	6	12	"	165 00
Wintney and Railway Station	J. A. Devenny	¼	12	12	"	100 00
Wilno and Railway Station	A. Blanck	100 yds	12	12	"	60 00
Wilson's Bay and Sabourin's Crossing	A. Wilson	1	2	12	"	65 00
Winchester and Osgoode Railway Station	J. E. Cass	244 & 22	3 & 3	12	"	500 00
Winchester and Railway Station	H. Hughes	1	12	12	"	50 00
do do	do	1	12	9	to Mar. 31, 01	63 75
do do	G. Hutt	1	12	3	from	34 25
Wolford Centre and Railway Station	W. H. Gardner	8¼	6	12	"	300 00
Wylie and Railway Station	J. Lyons	2	3	12	"	89 00
					Total	$68,167 22

R. M. COULTER,
Deputy Postmaster General.

W. J JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

PRINCE EDWARD ISLAND POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, made within the Year ended June 30, 1901.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abrams Village and Cape Egmont	A. Gallant	5	2	3 months (to Sept. 30, '00)	13 75
do do	do	5	3	9 " from "	59 37
Afton Road and Mount Stewart	F. Hand	3	2	12 "	30 00
Albany and Railway Station	A. Noonan	1/8, 1/4 & 1/4	12	12 "	104 32
Albany and Victoria	J. A. Howatt	10 1/4	6	12 "	210 50
Alberton and Kildare	W. Clark	12	3	12 "	90 00
Alberton and Railway Station	J. T. Millman	1/4	12	12 " and extra trips	125 04
Alberton and St. Louis	J. B. Gaudet	10	4	4 trips	10 00
Alberton and South Kildare	M. Quigley	3 1/2	2	12 months	20 00
Alberton and Conway	J. T. Profit	17	5	5 trips	11 50
Alberton and O'Leary	J. J. Millman	17	2	2 trips	2 00
Alberton, Tignish and De Blois Station	S. Bernard	10 & 5	4	4 "	5 50
Alberton, Tignish and O'Leary Station	A. C. Green	17 & 27	5	5 "	14 00
Alma and Railway Station	J. Mountain	1/2	2	12 months	40 00
Appin Road and Hampton	A. Ashley	4	2	12 "	37 00
Argyle Shore and Bonshaw	D. McNevin	3	2	3 " (to Sept. 30, '00)	5 00
do do do	do	3	3	9 " from "	21 66
Armadale and Montecello	J. D. McDonald	2 1/2	3	12 "	38 20
Armadale and Railway Station	A. McCormack	1/2	3	12 "	20 00
Auburn and Dromore West	E. Corrigan	1 1/2	2	12 "	26 00
Auburn and Pownal	L. Carver	10 1/2	2 & 4	12 "	107 44
Augustine Cove and Lansdowne Hotel	J. Clark	5 1/2	3	2 " (to Sept. 30, '00)	17 37
do do	do	3 & 5 1/2	6 & 3	9 " from "	74 16
Baldwin's Road and Perth Station	J. Moar	1 1/2	2	12 "	24 00
Bangor and Morell Station	J. McGregor	4	2	9 " (to Mar. 31, '01)	34 74
do do do	D. Robins	4	2	3 " from "	11 12
Bayfield and Glenmoreadale	N. J. McDonald	3 1/2	2	12 "	29 60
Bay Fortune and Souris East	A. Fisher	10 1/2	3	12 "	98 48
Beach Point and Montague Bridge	J. J. McDonald	24	6	12 "	523 68
Bear River and Railway Station	D. Costello	1/4	3	12 "	20 28
Bedeque and Sea Cow Head	D. McInnis	7 1/2	2	4 " (to Oct. 31, '00)	16 32
do do	do	7 1/2	3	8 " from "	48 00
Bedeque and Summerside	B. Webster	9 1/2	6	12 "	212 84
Belfast and Charlottetown	E. W. Martin	25	6	12 "	600 00
Belfast and High Bank	A. G. Smith	22 1/2	3	12 "	327 60
Belfast and Point Prim	M. Martin	7 1/2	2	12 "	45 00
Belfast and Rustico	E. W. Martin	5	2	12 "	65 00
Bloomfield and Bloomfield Station	W. H. Halloran	2	3	12 "	28 00
Bloomfield Station and Glengarry	M. Halloran	5 1/2	2	10 " (to April 30, '01)	27 58
do do do	do	5	2	2 " from "	6 92
Bloomfield Station and Miminegash	H. Chappelle	8	2	12 "	45 70
Bloomfield and O'Leary Station	B. Gallant	6	1	1 trip	1 70
Bloomfield Station and Railway Station	P. Peters	1/4	6	12 months	25 00
Bloomings Point and Traveller Cross	A. Bradley	2 1/2	2	12 "	34 00
Borrowell and New Haven	M. Malone	5 1/2	2	12 "	34 92

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.			Amount.
							$ c.
Brackley Beach and Winsloe Station	T. Drummond	20	3 & 6	12	months		297 00
Breadalbane and Millvale	M. Matheson	6½	2	9	"	to Mar. 31, 01	19 50
do do	do	7½	2	3	"	from	7 50
Breadalbane and New London	J. Warren	12	6	12	"		200 00
Breadalbane and Railway Station	M. Matheson	1	12	12	"		15 48
Bridgetown and Mount Hope	W. Burbidge	6	2	12	"		15 00
Brookfield and Darlington	J. R. McDonald	3	2	3	"	to Sept. 30, 1900	7 50
do do	do	3	3	9	"	from	23 75
Brooklyn and Glen Martin	A. McLean	3	3	12	"		29 48
Burlington and Spring Valley	J. Sudsbury	2	3	12	"		30 00
Caledonia and Orwell	N. C. Stewart	10½	6	12	"		225 00
Caledonia and Rona	A. Beaton	3	2	12	"		38 00
Cape Traverse, P. E. I. & Ry. Station	W. H. P. Irving	as req.		Season, 1900-1901			25 00
Cape Traverse, P. E. I. & Summerside	F. P. Irving		15				14 00
Cape Wolfe and Lot 4	J. J. Fish	6	2	12	months		70 00
Cardigan Bridge and Corraville	S. Johnston	8	2	12	"		57 04
Cardigan Bridge and Head of Cardigan	W. McDonald	8	2	12	"		57 22
Cardigan Bridge and Launching	D. Foley	26	3	12	"		182 00
Cardigan Bridge and Lot 36	M. J. Campbell	15	6	12	"		320 00
Cartigan Bridge and Ry. Station	J. McNeill	4	12	12	"	and extra trips	70 00
Cavendish and Hunters River	J. Crew	28 r. t.	6	12	"		340 00
Charlottetown and Long Creek	S. T. Currie	25	3	12	"		175 57
Charlottetown and Marshfield	W. Miller	14	6	12	"		50 00
Charlottetown and Wharf	P. Stewart		as req.	Season, 1900-1901			21 25
Charlottetown and Railway Station	do	1		12	months		171 15
Charlottetown and Street Letter Boxes	W. H. Long	2½	18	12	"		75 00
Charlottetown and Victoria	P. McKenna	21½	3	12	"		247 00
Cherry Grove and New Harmony	J. McDonald	2	2	12	"		4 00
Cherry Valley and Earnscliffe	W. Evans	7½	2	12	"		30 00
Clear Spring and New Zealand Railway Station	J. Cantwell	1	3	12	"		36 00
Clermont and Kensington	J. J. Gillis	3	3	12	"		44 00
Clinton and New London	W. J. Cotton	9	3	6		to Dec. 31, 1900	27 00
do do	do	2½	3	6		from	16 74
Clyde Station and Railway Station	N. McLeod	1½	3	12	"		17 00
Coleman and Railway Station	M. Howatt	1	6	12	"	and extra trips	15 74
Coleman and West Point	A. McPhee	14	2 & 3	12	"		140 00
Contract Road and Peter's Road	W. A. Johnston	2	2	12	"		17 00
Crapaud and Gamble's Corner	J. Thompson	8	2	12	"		30 00
Crapaud and Upper Westmoreland	R. M. Wise	2	2	12	"		17 00
Darlington and Railway Station	D. McPherson	1	12	12	"		75 00
Darlington and Rose Valley	do	8	3	12	"		44 00
Darnley and Kensington	R. T. Moore	15	3	12	"		60 00
De Blois Station and Leoville	C. Mellish	2	3	12	"		8 00
De Blois Station and Ry. Station	S. Bernard	1	3	12	"		8 00
Dingwell's Mills and Fortune Bridge	W. A. Burke	4	2	12	"		30 00
Donaldstone and Railway Station	H. Cook	1	2	12	"		8 00
Dromore and Pisquid Railway Station	T. O. McCabe	2	2	12	"		15 00
Dwyar Road and Mill River	A. Richard	2	3	12	"		30 00
East Baltic and Red Point	D. J. McEwen	4	3	12	"		37 00
East Point and Souris East	C. Young	14	3	12	"		105 00
Elmsfleet and St. Louis	M. D. Lewis	4	3	12	"		32 00
Elmsfleet and Wheatley River	A. McCormick	24	3	12	"		180 00
Elliott's Mills and Railway Station	E. Elliott	1	6	12	"		16 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Elliotvale and Peake's Station	D. A. McDonald	3½	2	12 months	36 40
Ellis River and Miscouche	I. McNidd	11½	3	6 " (from Jan. 1, '01)	65 87
Elmira and South Lake	L. McKinnon	2	3	12 "	26 00
Elmsdale and Railway Station	J. Adams	½	6	12 "	20 00
Elmwood and New Haven	O. Clerkin	3	2	12 "	40 00
Emerald and Found's Mill	H. P. Found	9½	3	12 "	93 00
Emerald and Lansdowne Hotel	J. A. Strang	14	10	Special trips	40 00
Emerald and Railway Station	F. P. Murphy	½	12	12 months	164 18
Emerald and Shamrock	do	2½	3	12 "	48 00
Emerald and West Newton	W. Clark	4	3	12 "	70 00
Enmore and Mount Pleasant	G. Nisbet	2½	2	12 "	26 00
Farmington and Head of St. Peter's Bay	T. Burge	5	2	12 "	29 60
Fifteen Point and Wellington Stn.	J. P. Perry	7	3	4 " (to Oct. 31, '00)	24 66
Fitzgerald Station and Lot 14	P. Cameron	7	3	4 " (to Oct. 31, '00)	26 66
do do	P. J. McDonald	7	3	8 " from "	53 33
Fitzgerald Station and Railway Stn.	P. Cameron	½	6	12 " and extra trips	37 45
Flat River and Selkirk Road	F. Dougherty	6½	2	2 " (to Aug. 31, '00)	11 66
do do	O. McCluskey	6½	2	10 " from "	54 16
Forest Hill and Head of St. Peter's Bay	R. McNeill	6	3	12 "	45 48
Fredericton and Railway Station	J. Weeks	½	3	12 "	25 00
Freetown and Lower Freetown	S. A. Burns	2½	3	12 "	34 00
Freetown and Railway Station	R. B. Auld	½	12	12 "	90 00
Georgetown and Murray Harbour North	J. T. Robertson	30	3	6 " (to Dec. 31, '00)	77 00
Georgetown and Railway Station	R. R. Jenkins	½	as req.	12 "	165 00
Georgetown and Steamer Stanley	do	½	as req.	Season, 1900 and 1901	14 40
Glenfinnan and Tarantum	J. Gallant	2½	2	4 months (to Oct. 31, '00)	6 66
Glen William and Murray River	A. McDonald	4	3	12 "	34 12
Goose River and Head St. Peter's Bay	M. McKinnon	4½	2	12 "	40 40
Gowan Brae and Souris East	F. J. Mullally	3	3	9 " (to Mch. 31, '01)	28 11
Grand View and Valleyfield	M. C. Gillis	2	3	12 "	30 28
Greenvale and Little Harbour	G. Mooney	2	3	12 "	22 00
Greenwich and Head of St. Peter's Bay	A. B. Hyndman	6	2	12 "	54 52
Hampshire and New Wiltshire	J. Stewart	3	3	12 "	37 48
Head of Hillsborough and Mount Stewart	D. D. Coffin	4½	2	12 "	52 00
Head of St. Peter's Bay and Railway Station	A. McAulay	½	12	12 "	120 00
Heather Isle and White Road Cross	A. McDonald	1½	3	12 "	50 00
Higgins Road and Wellington Station	J. E. Perry	17	3	12 "	129 00
Hopefield and Murray River	J. P. Horton	4	2	12 "	20 80
Hunter's River and North Rustico	E. J. Carew	27 r. t.	6	12 "	289 00
Hunter's River and Railway Station	J. H. Vanderzee	½	12	12 " and extra trips	152 80
Inverness and Railway Station	P. J. Kilbride	2½	2	12 "	35 36
Johnston's River and Southport	P. Trainor	12½	2	3 " (to Sept. 30, '00)	18 75
do do	J. McAdam	12½	3	9 " from "	78 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.		Period.	Amount.
						$ c.
Kelley's Cross and New Wiltshire	E. Bradley	11	6	12	[illegible]	[illegible] 00
Kensington and Princetown	A. Glover	7	3	12		13 00
Kensington and Railway Station	G. Glover	½	12	12	and extra trips	179 84
Kensington and Sea View	G. Tuplin	17	3 & 6	6	to Dec. 31, 1900	100 50
do do	do	17	6	6	from	100 00
Kildare Capes and Tignish	P. Kirwan	4	2	9	(to March 31, 01	22 50
do do	S. DesRoche	4	2	3	from	7 50
Kingston and North River	R. H. Simmons	4	3	12		63 00
Kinkora and Maple Plains	J. L. McDonald	3	2	12		36 00
Kinkora and Middleton	A. McGuigan	2	3	12		40 00
Kinkora and Railway Station	P. K. Tanner	½	12	12	and extra trips	51 05
Kinross and Lyndale	J. A. McDonald	3	2	6	to Dec. 31, 1900	19 00
do do	M. Gillis	3	2	6	from	19 50
Lansdowne Hotel and Railway Station	J. A. Strang	¼	6	12		17 92
Lansdowne Hotel and Scarletown	S. Muttart	6	6	12		125 00
Linkletter and Summerside	T. W. Murray	3	3	12		50 00
Little Tignish and Tignish	S. Chaisson	3½	2	12		17 00
Little York and Pleasant Grove	P. Cooke	19	3 & 6	12		208 18
Little York and Railway Station	R. Lawson	¼	12	12		91 00
Locke Road and Mill River	M. Howard	4½	2	12		36 00
Lot 4 and Railway Station	G. McKay	4	6	12		76 56
Lot 10 and Railway Station	H. Ritchie	1	3	12		32 00
Lot 11 and Railway Station	T. Bulger	5½	3	12		91 00
Lot 12 and Railway Station	W. Hayes, sr	2	12	12	and extra trips	157 40
Lot 35 and Railway Station	E. Binns	1½	2	12		19 00
Lot 40 and Railway Station	A. H. McEwen	1	6	12		76 32
Lot 56 and Sailors Hope	J. Swallow	½	3	9	to Dec. 31, 1900	28 50
do do	do	½	3	3	from	17 50
McNeill's Mills and Railway Station	J. McNeill	¼	6	12		1 00
Mansfield and Selkirk Railway Station	J. McIsaac	4	2	12		35 68
Marie Bridge and Marie Railway Station	A. Cobb	¼	3	12		28 00
Marie Bridge and Milburn	do	4	3	12		40 00
Marsh Road and Morell Station	P. J. Hughes	2	2	12		29 00
Melgell and Melzell Railway Station	W. Robbins	¼	3	12		17 92
Mill Cove and Railway Station	J. P. Dorgan	2½	2	12		27 00
Mill River and Railway Station	N. P. Doiron		6	9	(to March 31, '01)	18
do do	N. Doiron		6	3	from	11
Mill River and Roxbury	D. M. Dorgan	4	3	12		48 00
Mill View and Vernon River	J. Murphy	2½	6		to Sept. 30, 00	8
Mill View and Summerville	G. Forbes	2	6	3	to Dec. 31, 00	3
do do	J. H. McInnes	2	6	6	from	6
Milton Station and North Milton	W. McNeill	2	3	12		24
Milton Station and Railway Station	do		6	12		48
Miscouche and Railway Station	A. F. Gallie		12	12		96
Miscouche and South West Lot 16	T. McNeill	11	2	6	to Dec. 31	33
Montague Bridge and Murray Harbour North	J. Ross	20	6	6		74
Montague Bridge and Railway Station	J. J. McDonald	4	6	12		47
Montague Bridge and Valleyfield East	A. N. [illegible]	2	3	12		24
Montague Bridge and Victoria Cross	J. Mackay	3	3	12		39 48
Montague Cross and Orwell	J. McCabe	3	3	12		48

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.		Amount.
						$ cts.
Morell Station and Railway Station	W. Duff	¼	12	12 months		15 00
Morell Station and Simnett's Road	M. Cullen	7	2	12 "		44 48
Mount Carmel and Wellington Station	J. P. Perry	3 & 7	3 & 6	8 "	(from Nov. 1, '00)	80 00
Mount Herbert and Southport	H. Smallwood	6¼	2	3 "	(to Sept. 30, '00).	12 37
do do	L. Wood	6½	2	9 "	from "	40 50
Mount Pleasant and Railway Station	G. Nisbet	3½	2	12 "		28 48
Mount Stewart and Point de Roche	P. McCormac	4½	2	12 "		35 00
Mount Stewart and Railway Station	H. Smallwood	¼	12	12 "	and extra trips	47 02
Mount Stewart and Savage Harbour	W. McIntyre	7	2	12 "		36 40
Muddy Creek and St. Nicholas Railway Station	J. I. Beairsto	1½	3	12 "		45 24
Murray Harbour South and White Sands	J. Hill	3	3	12 "		50 12
New Acadia and Railway Station	J. Pino	¼	3	9 "	(to Mar. 31, '01).	16 86
do do	J. Gallant	¼	3	3 "	from "	5 62
New Annan and Railway Station	W. B. Bowness	½	6	12 "		101 00
New Argyle and New Haven	J. Corrigan	4	3	12 "		57 02
New Perth and Poole's Road	L. Poole	1½	6	12 "		64 80
New Wiltshire and Railway Station	E. Easter	⅝	6	12 "		37 44
New Wiltshire and Tyrone	P. D. Hagar	3	3	12 "		35 00
New Zealand and Railway Station	J. Cantwell	¼	3	12 "		38 00
Northam and Railway Station	J. E. Yeo	1/16	6	12 "		40 00
Northam and Victoria West	R. McDougall	5	2	3 "	(to Sept. 30, '00).	13 00
do do	N. McLennan	5	2	9 "	from "	39 00
North Lake and Souris East	R. Kickham	24½	3	12 "		245 00
North St. Eleanors and Summerside	J. Desroches	4½	6	12 "		85 00
O'Leary Station and Railway Station	R. Ellis	1/16	6	12 "	and extra trips	27 86
O'Leary Station and West Cape	J. Jelly	9	2	10 "	(to April 30, '01).	67 79
do do	do	9	2	2 "	from "	12 91
Orwell and Orwell Cove	D. Gillis	2	6	9 "	(to March 31, '01)	43 50
do do	do	2	6	3 "	from "	19 50
Palmer Road and St. Louis	W. Kinch	7¼	3	12 "		57 45
Peake's Station and Railway Station	B. D. Hayden	1/16	12	12 "		40 00
Peake's Station and Ruskan	J. Collins	9	2	12 "		84 00
Peake's Station and St. Patrick's Road	D. McBride	3½	2	12 "		24 00
Pisquid and Railway Station	J. A. McDonald	1½	2	12 "		36 00
Pisquid and Webster's Corner	N. McDonald	6	3	3 "	(to Sept. 30, '00).	15 00
do do	M. Laverty	6	6	9 "	from "	57 00
Pisquid Road and Vernon River	E. O'Keefe	3	2	12 "		46 44
Pinsville and Pinsville Station	S. Gallant	2	2	12 "		14 00
Pinsville Station and Pinsville Railway Station	P. B. Doiron	1/16	6	12 "		10 00
Poplar Grove and Railway Station	S. Milligan	1½	2	12 "		20 00
Port Hill and Railway Station	J. H. Yeo	4	12	12 "	and extra trips.	133 84
Pownal and Village Green	L. Carver	3	2	12 "		20 00
St. Andrews and Railway Station	J. McDonald	¼	3	12 "		25 00
St. Louis and Railway Station	N. J. Perry	⅛	6	3 "	(to Sept. 30, 1900)	3 90
do do	A. Perry	⅛	6	9 "	from "	11 70
St. Louis and Woodville	M. McGrath	3	2	12 "		19 48

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Prince Edward Island Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Margarets and Bear River Railway Station	J. D. J. McDonald	5	3	12 months	57 72
St. Teresa and Railway Station	A. Bradley	½	3	12 "	39 00
Scotchfort and Railway Station	J. A. McDonald	½	2	12 "	15 08
Sea Cow Pond and Tignish	T. Nelligan	7½	2	12 "	50 00
Skinner's Pond and Tignish	J. F. Bernard	10½	2	12 "	49 00
Souris East and Railway Station	C. Lavie	½	12	12 "	117 67
Suffolk Station and Railway Station	M. Ferguson	½	2	12 "	30 00
Summerside and Railway Station	J. Brehaut	½	as req.	12 "	221 20
Summerside & Street Letter Boxes	do	1½	18	12 "	75 00
Summerside and Wilmot Valley	R. M. Dickieson	6	2	12 "	68 00
Summerville and Vernon River	J. Mahar	4½	3	3 " (to Sept. 30, 1900)	13 00
Tarantum and Websters Corner	T. H. Cummiskey	2½	2	9 " (from Oct. 1, '00)	20 00
Ten Mile House and Ry. Station	D. Mullin	1½	2	12 "	54 60
Thorndyke and Railway Station	S. R. Prowse	½	3	12 "	16 18
Tignish and Railway Station	J. H. Gaudet	½	12	12 " and extra trips	73 26
Tracadie Cross and Railway Station	Mrs. A. Johnson	½	3	12 "	30 00
Traveller's Rest and Ry. Station	T. Townsend	1	3	12 "	39 00
Union Road and Union Ry. Station	C. Mallett	1	3	12 "	15 00
Wellington and Wellington Station	P. Ayers	1½	2	12 "	20 00
Wellington Station and Ry. Station	F. T. Arsenault	½	12	12 " and extra trips	39 03
West Devon and Railway Station	J. Morshead	½	6	12 "	16 00
Western Road and Railway Station	H. J. Read	1½	2	12 "	30 00
West St. Peters and Ry. Station	J. McDonald	2½	2	12 "	40 00
Winsloe Station and Ry. Station	J. Burrows	½	12	12 "	60 00
Wood Islands and Wood Islands North	J. H. McMillan	2½	3	12 "	39 00
Special service as telegraph operator at Cape Traverse	T. C. Muncey	.....		Season, 1900-1901	30 00
Special service as telegraph operator at Cape Tormentine	J. B. Allen	.....		"	30 00
					$16,982 [illegible]

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

QUEBEC POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Quebec Postal Division, made within the Year ended June 30, 1901.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Adderley and Kimberley	F. Joyce	2¼	3	3 mos. (to Oct. 31, 00)..	9 99
Adderley and Plessisville	J. A. Jutras	17	3	4 " (to Oct. 31, '00)..	48 33
Adstock and Robertson Station	H. Bolduc	9	3	12 "	212 00
Agnes and Andet	M. Andet	10	1	12 "	52 00
Agnes and C. P. Railway Station	J. S. Wilson	¼	18	12 "	56 16
Agnes and Q. C. Railway Station	F. Lapointe	1	12	12 "	61 50
Agnes, C. P. to Q. C. Railway Station	do	¾	6	3 " 14 days (from Mar. 18, '01).	5 77
Agnes and Three Lakes	H. W. Albro	10	1	12 "	50 00
Albanel and Normandin	Z. Lavoie	7	2	12 "	55 00
Allard Settlement and Nouvelle	J. Keays	3	1	12 "	20 00
Allen's Mills and Railway Station	D. Vir	100 yds	6	12 "	31 20
Amqui and Railway Station	L. A. Pouliot	100 yds	12	12 "	60 00
Ancienne Lorette and Quebec	J. Cloutier	10 & 3½	12	12 "	250 00
Armagh and Lafayette	J. Noel	9	6	12 "	148 00
Armagh and St. Raphael East	T. Roy	12	6	9 " (to Mar. 31, '01)	111 00
do do	L. Boulanger	12	6	3 " from "	36 50
Armand and Railway Station	A. Gagné	¾	6	11 " (to May 31, '01)..	128 33
do do	P. Morin	¾	6	1 " from "	11 66
Armstrong and St. Theophile	J. Richard	2½	2	3 " (to Sept. 30, '00).	8 75
do do	do	2½	3	9 " from "	39 00
Arthabaskaville and North Ham	R. Bergeron	21	6	12 "	426 57
Arthabaskaville and Railway Station	W. Perreault	2½	12	12 "	88 00
Arthabaskaville and Victoriaville	P. I. Giroux	2½	6	12 "	78 00
Assametquaghan and Mail Catching Post	S. Poirier	250 yds	6	12 "	30 00
Aston Junction and Railway Station	T. Vigneau	15 yds	12	12 "	10 00
Aston Station and Railway Station	A. Ouellette	120 yds	6	12 "	18 00
Aston Station and St. Wenceslas	H. Marier	3	12	12 "	80 00
Aubert Gallion and St. George Beauce	M. G. Pozer	¼	6	12 "	40 00
Auvergne and Portneuf Station	L. Gignac	11½	6	12 "	150 00
Avignon and Matapedia	J. Poirier	7	6	12 "	105 00
Avignon and St. François d'Assise	I. A. Gallant	8	1	8 " 17 days (from Oct. 15, '00).	17 79
Bagotville and Grand Baie	C. Levesque	3	as req.	Part of seasons 1900-1901.	43 60
Bagotville and Wharf	do	¼	"	" "	21 80
Baie de la Trinite and Caribou Island	P. Z. Comeau	7½	"	" "	36 66
Baie de la Trinite and Pointe des Monts	J. A. Fafard	8½	"	" "	46 50
Baillargeon and Craigs Road Station	E. Huot	3	3	12 months	60 00
Baker Brook and Railway Station	A. McLean	6	12	12 "	247 48
Barachois de Malbay and Point St. Peter, Gascons and Steamer Landing, Grand Pabos and Steamer Landing, Newport and Newport Point, Port Daniel East and Port Daniel Centre	North American Transportat'n Co	4, 1, 3, & 3	as req.	Part of seasons 1900-1901.	441 60
Barachois de Malbay and Bridgeville	F. H. Hodgins	3	2	12 months	50 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Times per Week.	Hours.	Days.	Period.	Amount.
							$ c.
Batiscan and Railway Station.	E. Lagueux	1½	12	12	12 months		[illegible]
Batiscan and St. Pierre les Becquets	F. Magny	3	12 & 6	6	12		150 00
Batiscan Station and Railway Station.	W. Le Sueur	200 yds.	12		12		10 00
Beauce Junction and Railway Station.	V. Bilodeau	64 yds.	24		12		60 00
Beauce Junction and St. Angus	A. St. Hilaire	8	6		12		24 12
Beaudet and Railway Station	J. Bouchard	128 yds.	6 & 3		12		20 16
Beauharnois and Hemmingford	L. Cote	5	2		12		50 00
Beauharnois and Lavile	G. Bordeleau	10	6		9	to May 31, 01	135 00
do do	F. Cartier	10	6		3	from	60 00
Beauharnois and St. Lazare	P. Lefebvre	7	6		12		105 00
Beauharnois and Parishouse	R. W. Lepsey	3	6		12		90 00
Beauharnois and St. Clothilde	F. Roy	10½	6		10	to Apr. 30, 01	225 [illegible]
do do	O. Roy	10	6		2	from	20 00
Beauharnois and St. Gregoire	S. Chartrand	9	6		12		135 00
Bernetz and St. Lawrence	L. Vezeley	5	6		12		150 00
Bergerville and Otis	J. Dubé	3	6		12		90 00
Bergeronnes and Saguay Cove	F. Bergeron	11	6		11	to May 31, 01	47 30
do do	G. Racine	11	6		1	from	4 [illegible]
Berthierville and St. Norbert	M. Carbonneau	5	3		12		60 00
Bersimis and Hare Bay Cove	H. Gagnon	17	2		12		72 00
Bersimis and Musquaro	L. Pelletier	220	9		Summer	1900 1901	1,067 00
Bic and Railway Station and Rail Station.	J. Blais	2	12		12	months	105 00
Bic and Railway Station	A. Dassylva	10 yds.	Steamer		12		30 00
Bic and St. Valerien de Rimouski	S. Arsenault	3	3		10	to Apr. 30, 01	45 00
do do	C. Samson	3	3		2	from	8 00
Bishop's Crossing and Dudswell Corner	C. H. Evans	2	6		12		72 00
Bishop's Crossing and Railway Station	J. R. McFarlane	125 yds.	12		12		30 00
Black Cape and County	V. L. Fortin	11	3		12		66 00
Black Lake and Railway Station	C. J. [illegible]	100 yds.	12		12		60 00
Black Lake and St. Francois	L. Lacroix	10	6		12		360 00
Blanchard and St. Lawrence de Lotbinière	J. Dugas	5	12		12		180 00
Bonaventure and County	E. Cossette	4	1		1	to [illegible], 01	4 00
Bonaventure and Newport	P. E. Bonnelle	9	3		12		360 00
Bonaventure and Ste. Agnes de Lauzon	O. Boissonault	4	3		12		72 00
Bonaventure and St. Elzear de Bonaventure	N. [illegible]	4	2		9	to [illegible]	54 00
Bonaventure, Jacques Cartier & Ste. Germaine de Matane	P. E. Cahill	16 & 8	3 & 1		10		750 00
Bonaventure Road and Railway Station	L. Boudreau	98			1 trip		2 00
Bonaventure and Shigawake	C. Arsenault	9	3		12 months		108 00
Bonne Louise and Railway Station	F. Rose H.	5	6		12		180 00
Bonsecours Station and Railway Station	O. [illegible]	[illegible]	12		12		30 00
Bonsecours Station and West Bonsecours	E. Boldu	6	6		12		540 00
Buckland and St. Damien de Buckland.	J. [illegible]	[illegible]	1		12		12 00
Buckingham Station and Railway Station	J. O. A. [illegible]	300 feet	12		12		30 00
Cabano and Railway Station.	F. [illegible]	11	6		12		396 00
Cacouna and Cacouna Station	A. [illegible]	[illegible]	2		12		72 00
Cadieux and Railway Station	J. [illegible]	[illegible]	[illegible]		[illegible]		36 00
Campbell's Corner and Inverness	J. [illegible]	[illegible]	[illegible]		[illegible]		45 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in	No. of Trips per Week.		Period.	Amount.
						$ cts.
Cap à l'Aigle, Murray Bay and Mount Murray	A. Tremblay	3 & 2	as req.		Part of seasons 1900-1901.	108 46
Caplin River and Musselyville	E. Kerr....	6	2		8 mos. to Feb. 28, '01..	30 00
Caplin River and St. Alphonse de Caplin.	do	8	2	4	from	23 33
Cap Madeleine and Three Rivers.	H. Vaillancourt.	5	6	12		140 00
Cap Rouge and Quebec	J. Drolet...	9	6	12	less fine.....	174 00
Cap St. Ignace and Railway Station	F. Guimont.	2½	18	12		90 00
Cap St. Ignace and St. Apollinaire de Patoa.	A. Guimont.	21	1	12		80 00
Cap St. Ignace and Railway Station	J. S. Bernard	1	12	12		20 00
Cap Santé and Les Ecureuils	O. Gauvreau	4	6	12		150 00
Cap Santé and Portneuf	S. Brière	5	6	12		124 00
Caron Brook and Railway Station	R. Long.....	3	6	12		111 82
Caribou Islands and Egg Island	P. Z. Comeau.				Special trips	2 00
Casault and Railway Station.	J. Ouellet....	2	3	12	months	40 00
Castleoar and Danville	M. Jarvis.....	6	6	10	15 days (to May 15, '01)	174 72
do do	R. Jarvis.	6	6	1	16 days (from May 15, '01)..	25 27
Causapscal and Railway Station....	J. Bouchard.	250 yds.	12	12		85 00
Cedar Hall and Lac Matapedia	W. Wallace.	5	2	9	(from Oct. 1, '00)	22 50
Chambord and Railway Station.	J. Bilodeau	½	6 & 12	12		125 24
Champigny and Railway Station.	L. N. Drolet..	1	6	12		24 00
Champlain and Railway Station.	H. Lamothe		12	12		59 00
Channey and Propehs	P. Faucher..	9	2	12		74 00
Charlesbourg and Quebec	F. Binet	5	2	12		75 00
Charlesbourg West and Ry. Station.	F. Jacob.	250 feet.	18	12		50 00
Chambord Basin and Etchemin ...	A. Caron	3	6	12		50 00
Chambord Curve and Ry. Station	E. Fontaine ..	50 yds.	12	12		40 00
Chambord Mills and Ry. Station.	G. Breakey...	3½	6	12		99 84
Chambord Station and Ry. Station.	C. F. Coleman	300 yds.	6	3	9 days (to Oct. 9, 1900)	9 90
do do	do	300 yds.	12	8	22 days from	43 51
Chaumont and St. Agapit	J. J. Dumont.	3	3	12		35 60
Chemin Tiede and St. François Xavier de Vitré.	J. B. Morin	6	4	12		123 00
Chicoutimi and Grande Baie.	N. Duchesne.	13	6	12	(less fine).	307 48
Chicoutimi and Lacernaie	H. Maltais	10	6	12		199 00
Chicoutimi D. and Lotbinière Ry.	P. Girard...	¼	6	12		46 80
Chicoutimi and Railway Station	T. Desbiens	½	6& 12	12		120 60
Chicoutimi and Rivière du Moulin	N. Bergeron	1½	as req.	12		10 75
Chicoutimi and Tremblay.	F. Simard....	2	6	12		85 00
Chicoutimi and Wharf	T. Desbiens	½	as req.		Part of seasons 1900, '01	54 00
Clair and Railway Station...	L. D. Fortner.	60 feet.	12	12	months	71 76
Clairvaux de Charlevoix and St. Paul's Bay.	C. Boivin.	7½	3	12		68 00
Clapham and Hill Creek	R. Kerr	3½	2	12		35 00
Clapham and Inverness	L. R. McCrea.	13½	3	11	(to May 31, '01	133 00
do do	A. J. Porter	13½	3	1	from	13 00
Clapham and Lamieson	A. S. Jamieson	2	3	12		40 00
Coleraine Station and Ry. Station..	J. Roberge	67 yds.	12	12		40 00
Coleraine Station and Wolfstown.	A. Bilodeau.	9	6	12		250 00
Connor and Railway Station.	E. Blais	½	12	12		33 00
Covercastle and La Tuque	J. Mercier	48	nthly	12		90 00
Coppenfield and West Brompton.	J. Fraser.	2½	3	9	to Mar. 31, '01)	36 75
do do	P. Landry ...	2½	3	3	from	12 25
Cotes and Railway Station	J. L. Messier.	100 feet	12	12		25 00
Cotes Mills and St. Ferreol	L. Goudreau..	2½	3	12		49 00
Craigs Road Station and Railway Station	N. Fortner	10 yds.	12	12		24 00
Cranbourne and Cuddaff	J. Fitzgerald	5	6	3	to Sept. 30, '00).	26 25

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	Number of Trips per week.	Number of Weeks.	Period.	Amount.
						$ cts.
Cranbourne and Frampton	J. Bloom	8	6	3 mos.	1 Sept. 30, '01	23 75
Cross Point and Ste. Anne de Resti gouche	J. Olscamp	2	6	2 "	...	110 00
Cokeraft and St. Joseph de Beauce	N. Gagnon	14	6	9	from Oct. 1, 01	252 00
Cumberland Mills and River Gilbert	T. J. Taylor	8	1	12		52 00
Dalton and Railway Station	J. Perron	1	6	12		60 00
Danville and Railway Station	E. J. Connolly		5	12		50 00
Danville and Ste. Camille	do	17	6	12		180 00
D'Artagnan and St. Henri de Levis	V. Bédard	1	6	12		60 00
D'Aylmer and Warwick	J. D. Monin	7	3	12		80 00
Delagrave and St. Pierre Railway Station	L. Lavergne		12	12		50 00
Delisle and St. Joseph d'Alma	A. Asselin	12	2	11	to May 31, 01	71 47
do do	do	17	3	1	from	9 75
Delisle and Tarbon	F. Larochelle	12	1	12		48 00
Dennison's Mills and Richmond	J. Hodge	8	3	12		144 00
Desjean and Railway Station	A. Falardeau	1	6	12		84 00
Desmaraisville and Railway Station	F. Paquin	2	12	12		48 00
D'Israeli and Railway Station	M. Lord	120 yds.	12	12		32 00
D'Israeli and St. Fortunat	L. Lemay	13	6	12		280 00
Douglastown and Douglas West	M. Kennedy	2	2	12	"	27 11
East Broughton and Ry. Station	J. Vadeboncœur	1	12	12		60 00
East Magdala and Ste. Anastasie	A. Gosselin	4	1	12		36 00
Edmundston and Railway Station	F. Hebert		12	12		500 00
Egg Island and Portage River	L. Pelletier			Special trip		2 00
Elgin Road and Railway Station	J. Talbot	1	3	12 months		27 00
Escuminac and Fleurant	D. Campbell	8	1	12		96 86
Escuminac Point and Moisie	Southby Jamieson	121		Part of season 1899-1900		200 00
do do	J. Cormier.	121	6 trips	Season 1900-1901		475 00
Escuminac Point and Natashquan	E. Guillemette	100	6 trips			144 00
Etchemin and Leavis	F. Jacques	9	6	4 months (broken period)		45 00
Etchemin and New Liverpool	G. Cadorette	2	12	12		144 00
Etchemin and Railway Station	L. Lambert	1	as req.	12	" ...	100 00
Etchemin and St. Jean Chrysostome	C. Carrier	3	6	12		108 00
Father Point and Railway Station	D. Rouleau	2	12	12		120 00
Fontenelle and Gaspe Basin	J. Stanley	8	1	12		40 00
Forestdale and Railway Station	N. Parrill	150 yds.	12	12		200 00
Fox River and Grand Grave	G. O'Connor	20	3	12		54 00
Fox River and Petite Madeleine	A. Elemont	51	3	12	" ..	138 00
Frampton and Mount Robson	L. Audet	6	2	12		48 00
Frampton and Ste. Hénedine	J. Audet	13	6	12		260 00
Frampton and Springbrook	G. H. Hanley	4	3	9	7 days (1 trip) Apl. 7, 1901	3 75
do do	W. Miller	4	3	2	28 days (1 trip) Apl. 7, 1901	11 66
French Village and Railroad	F. X. Desrosiers	13	6	12		260 00
Frontenac and St. Jean des Chaillons	J. B. Fortier	9	6	12	(cross Lake)	180 00
Garthby Station and Garthby West	A. Grenier	3	2	12		48 00
Garthby Station and Ry. Station	F. Jacques	200 yds	12	12		60 00
Garthby Station and Victoria Corner	E. Cote	8	1	11	from Aug. 1, 01	44 55
Gaspe Basin and Gaspe Bay South	J. H. Eden	41	3	12		72 00
Gaspe Basin and Grand Grave	C. Lemieux	15	6	12		432 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Gaspé Basin and Percé	T. Gaul	36	6	3 mos. (to Sept. 30, 1900; less fines)	491 00
do do	R. Knox	36	6	9 " from "	1,487 25
Gaspé Bay South and Summerbank	J. E. Mullin	3	2	1 " (to July 31, '00)	2 50
do do	G. T. Patterson	3	2	8 " (from Nov. 1, 1900)	20 00
Grand Baie and L'Anse St. Jean	R. Gagnon	54	2	12 "	230 00
Grande Baie and Otis	P. Perron	15	1	Part of seasons 1900-'01	20 00
Grand Pond and Murray Bay	W. Dufour	8	1	12 months	26 00
Grand Mère and Grande Mère Village	L. Pleau	1	6	8 " (from Nov. 1, '00)	20 70
Grande Mère and Lac à la Tortue	Lawrence Gendron, Poupa Co.	22	12	12	60 00
Grande Mère Station and Ste. Flore	N. Vanasse	1	6	12 "	75 00
Grandes Piles and Lac La Pêche	W. H. Parker	10	6	Part of seasons 1900-1901	150 00
Grandes Piles and La Tuque	P. Chandonnet	72	Tri'tly.	12 months	268 00
Grandes Piles and St. Jean des Piles	[illegible]	[illegible]	6	12	60 00
Grandes Piles and St. Joseph de Maskinongé	L. L. Donnette	20	Tri'tly.	12	78 00
Grand Metis and Metis Point	D. Levesque	6	6	2 15 days (to Sept. 15, 1900)	49 50
Grand Metis and Railway Station	C. N. Page	3	8	12 " and extra trips	209 40
Grande Montagne and St. Joseph Lacoste	A. Chartier	6	3	3 (to Sept. 30, '00)	15 00
Green River and Railway Station	L. Carrier	4	6	12	100 00
Grondines and St. Edouard de Lacoste	A. Lacoste	4	2	12	55 00
Grondines and Railway Station	L. Côté	3	12	12	130 00
Guay and Levis	J. Verrault		13 & 19	12	75 00
Hadlow Cove and Railway Station	L. Samson	200 yds.	18	12	80 00
Hadlow Cove and St. Denis de Levis	N. Pagin	1	12	12 "	80 00
Hamilton Cove and Les Escoumins	A. Tremblay	27	3	12	325 00
Hudson and St. Gabriel de Rockland	F. Tremblay	6	2	10 " (to Apl. 30, '01)	36 66
do do	J. B. Dubé	6	2	2 from	7 34
Hemmingford and Railway Station	M. Dooley	3	12	12	112 00
Huntingville and St. Roch de Ouche	H. Taylor	[illegible]	12	12	72 00
Henderson Vale and Milltield	J. Wright	5	2	9 " (to Mar. 31, '01)	30 36
do do	H. P. Henderson	5	2	3 from	10 12
Hemmingford and Railway Station	N. Rocque	200 yds.	as req.	12	30 00
Isle aux Coudres and La Baleine	W. Perron	4	3	12	45 00
Isle aux Grues and St. Paul's Bay	E. Dubord	9	3	12	129 66
Isle aux Grues and Montagne	N. Lachance	6	3	12	260 00
Isle Verte and Notre Dame de Lisse Verte	F. Fraser	6	2	12	160 00
Isle Verte and Railway Station	O. Morency	1	12	9 (to Mar. 31, '01)	57 00
do do	L. Côté	1	12	3 from	21 25
Isle Verte and St. Patrice de la Rivière du Loup	J. Cote	10	4	12	148 00
Inverness and Kinnear's Mill	W. Cox	22	3	12	142 00
Inverness and Railway Station	P. Lemaitre	11	7	12	200 00
Inverness and Woodstock	G. Henderson	12	3	8 from Nov. 1, '00	85 10
Ivry and Notre Dame de Lourdes	J. B. Leclerc	1	6	12	60 00
Jersey Mills and Marlow	L. Comeau	13	6	12	200 00
Jersey Mills and St. Francois, N. H.	O. Gendron	12	6	12	248 00
Jonquière and Railway Station	O. Gagnon		6 & 2	12	48 24
Joppa and St. Cyrille	N. Potvin	10	1	12	52 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Times per Week.	Frequency.	Period.	Amount.
Kamouraska and Railway Station	F. Madore	12 X 3	12	12 months		144 00
Kelly's Mills and Railway Station	T. Kelly	20 yds.	12	3	[illegible] to Mar. 31, 94	51 [illegible]
do do	D. Rousseau	20 yds.	12	3	[illegible]	2 [illegible]
Kempt and Railway Station	E. Tremblay	20 yds.	6	3	[illegible] to Mar. 31, 94	[illegible] 50
do do	W. Lamontagne	20 yds.	6	3	[illegible]	2 50
Kingsey Falls and Lime	L. Mercier	4	12	10	[illegible] to April 30, 91	110 67
do do	G. Boutin	4	12	2	[illegible]	22 00
Kingsey Falls and Robson	O. Blake	9	2	12		50 00
Kinnear's Mills and Robertson Station	W. L. Morrison	11	6	12		94 [illegible]
Kiskissink and Railway Station	N. Simoneau	4	6 & 6	12		50 00
La Beauce and Railway Station	J. Gregoire		24	12		100 00
La Beauce and St. Ephrem de Beauce	L. Racine	8	6	6	[illegible] Dec. 31, 00	48 00
do do	L. Rouleau	3	6	6	[illegible]	48 00
Lac à la Tortue and Proulxville	J. St. Arnaud	10	6	12		1 [illegible] 00
Lac à la Tortue and Railway Station	A. Brunelle	4	12	12		50 00
Lac et Sable and Railway Station	J. E. Dufresne	100 feet	12	12		50 00
Lac au Saumon and Railway Station	L. St. Laurent	40 yds.	6	12		150 00
Lac Clair and Tremblay	J. Boulianne	18	1	12		50 00
Lac Beauport and Lorette	C. Noel	3/4	6	12		100 [illegible]
Lac Matapedia and Railway Station	J. Campbell	1	12	12		100 00
Lac St. Joseph and Railway Station	L. Piche	100 yds	12	12		200 00
Lac Tremblay and Tremblay	J. Bouchard	21	1	12		50 00
Lafayette and St. Magloire	S. Nolette	11	6	12		100 00
Lagueux and St. Anaclet Restigouche	L. Leblanc	4	2	5	[illegible] Dec. 1, 94	50 83
Lake Aylmer and Lake Weedon	F. Gauthier	12	6	12		144 00
Lake Beauport and Quebec	L. Brown	13	2	12		100 00
do do	do	13	1	12	Paper [illegible] [illegible] 00	50 00
Lake Edward and Railway Station	J. W. Baker		6	12	[illegible] and [illegible]	150 00
Lake Etchemin and Longevin	A. Poirier	10	6	12		195 00
Lake Etchemin and Ste. Rose de Watford	J. Lacasse	12	6	12		88 [illegible]
Lake Etchemin and Standon	T. Emette	10	6	6	[illegible] Dec. 31, 00	74 00
do do	O. Duquette	10	6	6	[illegible]	74 00
Lake Woodchuck and Railway Station	L. Beaubien	60	12	12		50 00
Lamontagne and Railway Station	P. Pearson	3	3	7	[illegible] to May 31, 00	50 00
Lamontagne and Railway Station	L. Langlois	3	12	6	[illegible] to Dec. 31, 00	150 00
do do	do	3	12	6	[illegible]	150 00
L'Anse à Gilles and Railway Station	O. Longchamps	2	6	12		100 00
L'Anse au Loup and Tremblay	W. Samuel	2	1	12		14 00
L'Anse St. Jean and Petit Saguenay	N. [illegible]	12	3	7	Paper [illegible] [illegible]	41 [illegible]
do do	T. [illegible]	[illegible]	[illegible]	[illegible]	[illegible] and [illegible]	[illegible]
La Petite Rivière St. François and St. Paul's Bay	O. Tremblay	[illegible]	6	6	[illegible] Dec. 31, 00	144 00
do do	J. Racine	[illegible]	6	6	[illegible]	144 00
Larocheville and St. Norbert d'Arthabaska	D. Bourassa	4	6	12		72 00
Lawson and Lake	C. Lamontagne		12	12		50 00
Lawson and St. Joseph de Levis and Station Lotbinière	E. Roy	11	12	12		150 00
Leeds and Quebec	W. [illegible]	[illegible]	[illegible]	[illegible]		50 00
Leeds Village and Lennoxville	W. [illegible]	[illegible]	[illegible]	[illegible] to May 31, 94		50 00
do do	C. Roy	[illegible]	[illegible]	[illegible]	[illegible]	50 00
Leeds Village and Lake Station	H. Fortier	[illegible]	[illegible]	[illegible]		100 00
Leeds Village and Wilson's Mills	H. Mercier	[illegible]	[illegible]	[illegible]		100 00
Les Eboulements and Quai des Eboulements	[illegible]	[illegible]	[illegible]	12		[illegible]
Les Eboulements and St. Hilaire	A. [illegible]	[illegible]	[illegible]	[illegible]	[illegible] to Dec. 31, 00	100 00
do do	Z. Harvey	[illegible]	[illegible]	[illegible]	[illegible]	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week.	Period.	Amount.
					$ cts.
Les Eboulements and Steamer Landing	E. Tremblay	5	as req.	Part of season 1900-01	87 20
Les Escoumains and Tadoussac	F. Brisson	27	4	12 months	440 00
Les Fonds and St. Apollinaire Railway Station	P. R. Breton	7	6 3	" (to Sept. 30, '00)	41 25
Lessard and St. Elzear de Beauce	T. Blais	2	6 12	"	22 00
Levis and Branch Post Office and Street Letter Box	F. Gingras	6, 3 & 2	13, 19 & 18	12	315 00
Levis and Etchemin	Halle & Marceau			Special trip	1 50
Lévis and Quebec	E. de Lauzon	1	12	12 months	260 00
Levis and South Quebec	Halle & Marceau			Special trip	1 50
Levis and Railway Station	A. Lachance	¾	as req.	12 months, close time	140 00
Lime Ridge and Madleton	J. Dodier	1	6	12	50 00
Lime Ridge and Maine Central Railway Station	J. H. Barker	¾	12	12	40 00
Limerick and Metgermette	J. Jacques	13½	3	12	134 00
L'Islet and Railway Station	E. Morin	2½	12	6 (to Dec. 31, '00)	71 24
do do	do	2½	18	6 from "	93 74
L'Islet Station and Railway Station	C. Gagnon	¼	6	3 " and 4 days (from Mar. 27, '01)	4 10
Little Metis and Railway Station	D. Tuggy	6	as req.	2 " and 15 days (to Sept. 15, '00)	49 50
Lorette and Railway Station	J. B. Linteau	¾	18	12 "	63 00
Lorne and Railway Station	L. Mercier	200 yds.	12	10 " (to April 30, '01)	62 50
do do	C. E. Pope	200 yds.	12	2 " from	11 33
Lorne House and Pointe a Pic Steamer Landing	W. Chamard	¾ & ¼	12	Summer season, 1900	50 00
Lotbiniere and Riviere Boisclair	L. Belanger	6	6	12 months	135 00
Lotbiniere and St. Croix	T. Lemay	14	6	12 "	295 00
Lotbiniere and St. Joseph de Chaudiere	A. Belanger	10	6	12 "	230 00
Lourdes and Plessisville	A. Cote	8	6	7 " and 10 days (to Mar. 10, '00)	105 27
do do	J. B. Richard	8	6	4 " and 21 days (from Mar. 10, '00	49 33
Lourdes du Blanc Sablon and Natashquan	J. Hebert	304		Winter season, 1901	350 00
Lower Ireland and Thetford Mines	S. Robinson	12	2	12 months	79 40
Magpie and River St. Jean	B. Chambers			Special trips	4 00
Magdeleine and South Ham	J. Dodier	14	6	12 months	275 00
Marlow and United States Boundary Line	J. H. Owens	14	3	12 "	165 00
Maskinonge and Railway Station	W. Pelletier	32	6	12 "	589 00
Matane and Ste. Anne des Monts	L. Sirois	57	3	12	550 00
Matane and Ste. Perpetue	S. Pouliot	9	3	12 "	70 00
Matane and St. Leon le Matane	J. Lebrun	6	3	12 "	75 00
Matapedia and Lagace	P. Lagace	4	2	12 "	50 00
Matapedia and Railway Station	J. Doran	200 yds.	12	12	120 00
Matapedia and Runnymede	J. Lagace	12	1	12 "	80 00
Mathieu and St. Thomas, North East	F. X. Lacombe	5	2	8	41 63
Mercier and Notre Dame de Remy	P. Morin	6	3	4 from Nov. 1, '00 to Oct. 31, '00	26 33
do do	do	6	6	8 from	165 33
Metabetchouan and Railway Station	J. Gauthier	200 yds.	12 & 6	12	36 27
Metabetchouan and St. Henri de Lac St. Jean	J. Tremblay	13	1	12	60 00
Metgermette Mills and Ste. Agathe Lakeside	A. Favreau	8	6	12	132 50
Metgermette and St. Jean Lake	A. Lavallee	5	1	12	38 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route	Name of Contractor	Distance in Miles	Number of times per week	Period	Amount
					$ c.
Millstream and Railway Station	Mrs. J. F. McDonald	30	6	12 months	90 00
Mistassini and Peribonca	J. Gerard	20	1	12 do	80 00
Mistassini and Pipmuacan	E. Pentney	18	3	12 do	180 00
Montebello Station and Ste. Engrâce des Neiges	J. B. Bercthen	4	6	12 do	80 00
Monts and Seven Islands	H. Potter....			Special trips	2 00
do do	P. E. Vagmarde			do	2 00
Montreal and Railway Station	J. Ennis	1	12	12 months	40 00
Mont Carmel and Railway Station	L. P. St. Onge	3	6	7 do (to Dec. 31, 01)	28 00
do do	A. Lamothe	3	6	5 do from	98 33
Montmagny and Railway Station (Express)	A. Gamache	1	12	12	77 00
Montmagny and Railway Station (Local)	W. Gamache...	1	12	12	70 00
Montmagny and Rocher de la Chapelle	A. Chapeau	3	3	4 (from May 1, 01)	16 00
Moose Park and Railway Station	D. Mitchell	500 ft	12	12	20 00
Mongenais and St. Francois de Montmagny	O. Tremblay.	2	6	12	40 00
Mongenais and St. Francois de Montmagny Railway Station	do	2	6	12	40 00
Moulin Tete and St. Agapit	J. Gosselin.	3	6	12	98 00
Mulmur and Mail Carrying Post	E. F. Ray	60 ft	6	9 and 7 days	11 55
Murray Bay and St. Agnes de Cantbeaux	C. Jones	9	6	12	152 19
Murray Bay and St. Paul's Bay	E. Boyd	30	6	12 and Special trips	970 00
Murray Bay and Ste. Simone	A. Vallerand	20	6	10 (from April 10, 01)	90 00
do do	F. Tremblay.	20	6	2 do	6 40
Murray Bay and Steamer Landing	L. Trudel....	3	As req.	Paid by Steamer Line	2 00
New Armagh and St. Sylvester West	N. M. Ke...	4	3	12	4 00
Newboro and Scott Junction	P. Vedder	9	6	10 (from Apl. 1st, 01)	50 00
do do	H. Bo...	9	6	2 (from	24 00
New Ireland and Richardville	J. A. Fraser	4	6	12	80 00
Newport Post and Pierreville	G. Sorrel	31	6	12	120 00
Newport Post and Bayside	J. T. N. Savage	31	6	12	120 00
New Richmond and New Richmond Centre	W. M. Cu...	3	3	5 (from Feb. 1, 01)	31 00
Newton and Railway Station	A. St. Pierre	1	12	12	40 00
Newton and St. Polycarpe	A. Hebert	8	12	12	80 00
Nominingue and St. Jerome	J. B. Jones	20	3	12	60 00
North Hope and Young Corner	L. Jones	4	1	12	20 00
North Wickham and Wickham	D. Larrin...	3	3	12	36 00
Notre Dame de Ristigouche and Railway Station	A. Pa...		12	12	7 00
Notre Dame de Lac and Railway Station	A. Chasse	3	6	12	144 00
Notre Dame du Portage and Railway Station	E. Mo...	7	6	12	50 00
Notre Dame du Portage and St. Patrick	O. Pa...	7	6	Paid by Steamer Line	35 00
Old Lake Road and Railway Station	J. Cu...	4	6	12	96 00
Omemee and Railway Station	P. Do...	9	6	12	

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Named Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Pelletier's Mills and Railway Stn...	J. H. Pelletier	1	6	12 months ...	100 00
Pentecost River and Pointe des Monts	L. Pelletier			Special service	12 00
Pentecost River and Pointe aux Anglais	N. Dugas	7	as req.	Parts of season 1900-01	29 44
Perthus and Railway Station	C. J. Godin	200 ft.	12	12 months	30 00
Petite Madeline and Ste. Anne des Monts	G. Larouche	56	2	12 "	540 00
Petit Village and St. Ephrem de Tring	J. Pomerleau	2½	3	12 "	34 00
Pintendre and St. Henri Station	J. Carrier	2	6	12 "	50 00
Plessisville and Letter Box	P. Chamberland	½	6	12 "	25 00
Plessisville and Railway Station	E. Brule	1	6	12 "	35 00
Plessisville and St. Ferdinand	O. Provancher	15	6	12 "	337 00
Plessisville and St. Pierre Baptiste.	R. Bergeron	12	6	8 " (from Nov. 1, '00,	166 66
Pointe à la Garde and Railway Stn.	Mrs. J. G. Fair		6	9 " and 11 days (from Sept. 20, '00)	40 55
Pointe aux Originaux and Quai St Denis	J. Beaulne	1	6	Part of seasons 1900-01	10 00
Pointe aux Originaux and Rivière Ouelle	J. Le Brun	2	12 6	9 months (to Mar. 31, 01	87 11
Pointe aux Originaux and Rivière Ouelle do	do	5	12 6	3 " (from	21 75
Pointe aux Trembles and Pont Rouge	J. Beland	8	6	12 "	160 00
Pointe Bleue and Roberval	L. E. Otis, jr.	5	3	12 "	85 00
Pont Rouge and Railway Station	J. St. Denis		as req.	6 " to Dec. 31, '00	46 00
do do	J. Lefebvre			6 " from "	46 00
Portneuf and Railway Station	S. Brier	1	12	12 "	74 00
Price and St. Octave Station	T. Nadeau	3	6	12 "	74 05
Providence and St. Victor de Tring	R. Plante	1	3	12 "	52 57
Quai de Rimouski and Rimouski	P. Fournier	2	6	12 "	95 00
Quebec and Immigration Letter Box	E. Corneil		as req.	Part of seasons 1900-01	20 00
Quebec Letter Carriers' Service	Quebec District Railway Co	11½		12 months	750 00
Quebec and St. Roch de Quebec, &c., and Street Letter Boxes	E. Savard	8½	31	12 "	1,390 00
Quebec and Railway Station and Wharf	A. Gagne	½	as req.	12 " and arrears	3,643 48
Quebec and St. Jerome and St. Eustache Orleans	A. Maranda	27	5 & 3	12 "	645 00
Quebec and Ste. Foye	J. Dudet	5	6	12 "	125 00
Quebec and Sillery	A. Cullen	6	12	12 "	250 00
Quebec and Stadacona	J. Carman	17	2	12 "	120 00
Radnor Forges and Railway Station	J. J. Drummond	½	24	12 "	69 00
Ravignon and St. Rose de Watford	P. Proulx	8	1	5 " to Mar. 31, '01	19 50
do do	J. Lessard	8	1	3 " from "	7 50
Rimouski and Station	L. Otis	½	as req.	12 " close time	139 00
Rimouski and St. Blandine	C. Martin	9	1	12 "	148 00
Riviere-du-Loup and Isle Verte des Chemins	L. P. Godin	4	1	12 "	60 00
Riviere du Pierre and Railway Stn.	J. Perron	½	12	12 "	23 04
Riviere du Loup and St. Patrice	L. Belanger	12	1	12 "	72 00
Riviere aux Pins and St. Cesaire Railway Station	M. Hayes	6½	2	12 "	90 00
Roads des Plantes and St. Lucas, North East	A. Rancourt	3	3	12 "	50 00
Roads du Lac Beauport and Railway station	M. L. G. Marchand	1	54	12 "	903 68

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Named Route.	Name of Contractor.	Distance in Miles.	Number of Trips per week.	Period.	Amount.
					$ c.
Riviere du Loup and Railway Station	F. Magnan	1	12	12	8 00
Riviere du Loup and Street Letter Boxes	M. L. G. Marchand	1	25	12	125 00
Riviere du Loup and Wharf	L. P. Pinze	3	[illegible]	Part of season 1900	[illegible] 00
do do	C. P. Pinze....	2	12	Part of season 1900-01 and 1901	107 00
Rivers Gilbert and River Gilbert Gold Mines	J. Quirion..	3	6	12	135 00
Rivers Gilbert Gold Mines and St. Emmanuel	G. Mathieu	8	1	12	70 00
Riviere Makamac and St. Joseph de Makamac	J. L. Desgens	8	1 to 3	12	0 00
Riviere Noire and Railway Station	A. E. Beauchemin		12	12	20 00
Riviere Noire and St. Rosaire	A. Rheault..	5	6	9 to May 31, 01	104 25
Riviere Noire and St. Valerie de Bulstrode	N. Ducault	4	6	12	120 00
Riviere Ouelle and Railway Station	S. Le Bien	5	12	12	144 00
do do	do	5	6	12	72 00
Riviere Ste. Marguerite and Tadoussac	A. Fortin...	21	1	12	70 00
Riviere Sauvage and Mail Catching Post	D. Smith...		6	12	15 00
Riviere Trois Pistoles and Railway Station	C. Morency		12	12	20 00
Riviere-du-Loup Station and Railway Station	A. Talbot.	50 yds.	12	12	40 00
Roberval Station and Sacre Coeur de Marie	E. Gilbert	6	6	12	101 25
Roberval and Station	J. Ethebeau....		12 & 24	12	0 [illegible]
Roberval and Roberval West	F. Grasson	7	2	11 to (from Aug. 1, '00)	1 [illegible]
Roberval and St. Edouard	J. Thivierge	10	6	12	41 00
Roberval Hotel and Railway Station	H. G. Bonner	200 yds.	as req.	Part of season 1900-01	12 00
Roberval's Mills and Roberval's Mills Railway Station	E. Vallee	30 yds.	5 & 6	12	16 00
St. Adelaide de Champlain and Ste. Flavie Station	N. Theberge	3	3	12	120 00
St. Agapit and Wotton	J. Rondeau	10	3	12	17[illegible]
St. Agapit and Railway Station	G. Olivier		12	12	48 00
St. Agapit and St. Sylvestre East	N. Fayette	20	6	50 to (to Aug. 30, 01)	[illegible]
do do	M. Vaillancourt.	20	6	2	[illegible]
St. Agapit Station and Railway Station	G. Olivier.	300 yds.	6	12	24 00
St. Agathe de Lotbiniere and St. Agathe East	[illegible]	4	3	12	[illegible]
St. Alban and Railway Station	T. A[illegible]	7	6	12	[illegible]
St. Alexandre de Kamouraska and Railway Station	A. M. [illegible]		12 & 18	6 to Dec. 31,	[illegible]
do do	R. [illegible]		24 & 18	6	[illegible]
St. Alexandre de Kamouraska and Ste. Eusebe	F. Vaill[illegible]	2[illegible]	[illegible]	6 to Dec. 31,	[illegible]
do do	J. [illegible]	21	[illegible]	6	[illegible]
St. Anaclet and Railway Station	H. Rioux	2	12	9 to May 31, 01	90 00
do do	A. [illegible]	2	12	3	30 00
St. Andre de Kamouraska and Railway Station	J. Morin[illegible]		12	12	30 00
St. Angele de Laval and Railway Station	J. C[illegible]		12	12	[illegible]
St. Angele de Rimouski and St. Joseph de Lepage	N. [illegible]	[illegible]	[illegible]	6 to Dec. 31, 01	[illegible]
do do	A. L[illegible]	[illegible]	[illegible]	6	[illegible]

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
						$ cts.
Ste. Anne de Beaupré, St. Joachim and St. Tite des Caps	A. Gérard	5 & 7	6	12	months	250 00
Ste. Anne de la Pérade and Railway Station	J. Courtois	4	12	12		48 00
Ste. Anne de la Pérade and St. Prosper	do	7	6	9	(to Mar. 31, '01)	69 75
do do	F. X. Cossette	7	6	3	from	21 00
Ste. Anne de la Pocatière and Railway Station	C. Ouellet	1	as requ.	12		150 00
Ste. Anne de la Pocatière and St. Onézime	A. Ouellet	6	3	12		80 00
Ste. Anne du Saint and Madeleine Falls	A. Davelny	4	12	12		100 00
St. Anselme and Railway Station	L. V. Bernier	1	15 & 18	12		165 00
St. Antoine de Lotbinière and Railway Station	P. R. Breton	8½	6	9	(from Oct. 1, '00	141 55
St. Antonin, Old Lake Road and Railway Station	R. Lavergne	4	6	12		109 20
St. Arsène and Railway Station	M. Grignon	200 yds.	36	12		36 00
St. Arsène and Viger	J. B. Cognon	6	6	12		139 00
St. Auguste and Railway Station	A. Caron	1	12	12		74 00
St. Aubert and St. Pamphile	E. Tremblay	31	3	12		233 00
St. Augustin, Portneuf and Railway Station	J. H. Desroches	3	6	12		98 48
St. Basile, Portneuf and Railway Station	T. Paquet	2½	6	12		80 00
St. Basile Station and Railway Station	C. A. Delage	150 yds	6	12		12 00
St. Benoit Labre and St. Victor de Tring	J. Rodrigue	10	4	12		120 00
St. Bruno de Kamouraska and St. Paschal	C. Lebrun	7	3	6	to Dec. 31, '00	35 00
do do	O. Bérubé	7	3	6	from	35 00
Ste. Camille and Sherbrooke	Z. Mauseau	26	1	12		48 00
St. Casimir and Railway Station	C. Lamontagne	42	12	11	to May 31, '01	158 00
do do	N. Cinq-Mars	4	12	1	from "	7 00
St. Casimir and St. Tite	N. Guertin	4	4	12		50 00
St. Casimir and St. Ubalde	J. Plain	11	6	6	to Dec. 31, '00	97 50
do do	G. Lagneux	11	6	3	(to Mar. 31, '01).	71 50
do do	H. Rompré	11	6	3	from	56 25
Ste. Catherine and Railway Station	J. Hennessy	1	12	12		90 00
Ste. Catherine Station and Railway Station		1	18	12		10 00
St. Célestin and Railway Station	L. Arseneau	1½	6	12		60 00
St. Charles, River Bonet and Railway Station	J. Laplante	1	6	12		21 00
do do	D. Lacroix	1	6	7	and 18 days to Feb. 18, '01	7 63
St. Charles and St. Anselme Railway Station	N. Langlois	7	6	12		100 00
St. Charles and St. Marc	N. Turgeon	10	6	12	(less fine	138 00
St. Claude and St. Cyr	N. Audet	4	3	3	to Sept. 30, '00).	13 75
do do	E. Perin	4	3	9	from	41 25
St. Clément and St. Cyprien	H. Dionne	7	2	12		80 78
St. Clément and Ste. Luce	L. Bonnemère	12	4	12		145 00
Ste. Clotilde and Victoriaville	L. Lacroix	18	6	9	to May 31, '01	142 50
do do	J. Bresson	18	6	3	from	47 25
St. Cyprien and Railway Station	N. Lemay	8	6	12		137 00
St. Cyrille and Railway Station	E. E. Dyson	300 yds.	12	12		50 00
St. Cyrille de L'Islet and Railway Station	N. Rouleau	7	6	3	from April 1 '01	13 75
St. Cyrille de L'Islet and St. Marc de L'Islet	D. St. Pierre	15	3	3	from	50 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued*

Name of Route	Name of Contractor	Distance in Miles	Number of Trips per Week	Number of Miles per Week	Period	Amount
						$ cts.
St. Damase de Rimouski and St. Moise Station	P. St. Clair	7	3	12	months	[illegible]
St. Damase de Rockland and St. Leandre de Rebecaise	G. Larochelle	7	6	12		147 00
St. Denis de la Bouteillerie and Railway Station	A. Giroux	4	12	12		100 00
St. Denis and St. Gabriel de Rimouski	F. Tanguay	9	6	10	to Apl. 30, 01	[illegible] 00
do do	S. Chouinard	9	6	2	from	[illegible]
St. Donat and Ste. Luce Station	A. Demers	16	6	12		[illegible] 00
St. Elie and Railway Station	E. Guilbaut	3	6	12		49 00
St. Ephrem de Tring and Railway Station	J. A. Hamel	3	12	12		59 00
St. Etienne du Saguenay and Tadoussac	C. Charlton	10	2	3	120 days to Oct. 20, '01	[illegible] 00
Ste. Eulalie and Railway Station	G. Gaudet	5	6	12		109 00
Ste. Eulalie and St. Samuel de Horton	G. Bergeron	4	6	12		114 00
St. Eugene de Forsyth and Railway Station	L. Blais	2	12	12		124 25
St. Eugene de Forsyth and St. Hubert de Dorset	A. Regin	8	1	12		44 00
St. Evariste and Railway Station	E. Gauvin	4	12	12		140 00
Ste. Famille d'Orleans and St. Pierre d'Orleans	A. Maranda	8	3	12		85 00
St. Fabien and Tasmania	E. Langevin	5 & 12	3	12		80 00
St. Flavie St. Flavie Station and Railway Station	L. Levesque	34	6 & 12	12		290 [illegible]
St. Flavie Station and St. Joseph de Lepage	D. Gagne	34	6	12		59 00
St. Flavie and Ste. Croix Railway Station	L. Ratte	7	6	12		49 00
Ste. Florence and Beauceville Railway Station	J. A. Turcotte	40 yds	6	12		18 00
St. Francois Beauce and Railway Station	S. Grondin	1	18	6	to Dec. 31, '00	40 00
do do	F. Rodrigue	1	18	6	from	42 00
St. François de Madawaska and Railway Station	J. Beaupre	1	12	6	(from Jan. 1, '01	73 00
St. Francois Montmagny and Railway Station	A. Jean	14	18	12		140 00
St. Francois and Trois Pistoles	M. Bertin	71	3	12		71 00
St. François Xavier de Viger and Viger	T. Caron	5	3	6	to Dec. 31, '00	8 00
do do	J. Nadeau	5	3	6	from	8 00
St. Frederic and St. Leonard Beauce	T. Lapointe	7	6	12		84 00
St. Frederic and Tring Junction Railway Station	M. J. [illegible]	8	6	12		120 00
St. Gabriel Station and Railway Station	K. O'Donnell	107	12	12		61 [illegible]
St. Gabriel and Railway Station	C. [illegible]	1	6	12		48 [illegible]
St. Gedeon de Beauce and Railway Station	N. [illegible]	4	12	12		96 00
St. Gedeon de Beauce and St. Stanislas de Chambord	J. [illegible]	5	6	12		[illegible] 00
St. George East and St. Pierre de Broughton	J. [illegible]	[illegible]	3	6		30 00
do do	J. [illegible]	[illegible]	3	6		[illegible] 00
St. Germain de Kamouraska, Ferme Neuve and St. Helene de Kamouraska Railway Station	J. Morin	4 & 4	6	6	from Dec. 31, '00	67 [illegible]

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount
					$ cts.
St. Germain de Kamouraska, Pointe Sente and Dessaint Railway Stn	J. Moreau.	4 & 2½	12	3 mos. from Mar. 30, '01	22 50
St. Germain and Railway Station	A. Paré	5½	6 12	"	45 00
do do	J. Roy	5	6 12	"	45 00
St. Gervais and St. Lazare de Bellechasse	A. Blouin	6	6 12	"	80 00
St. Gilbert and Deschambault Railway Station	V. Marcotte	3½	6 9	" (to Mar. 31, '01)	88 50
do do	H. Paquin	3½	6 3	" from "	29 50
St. Hélène de Kamouraska and Railway Station	A. Bernier	¼	12 6	" (to Dec. 31, '00)	24 53
do do	G. Charron	¼	12 6	" from "	22 93
St. Hermenegilde and Railway Station	J. Côté	¼	as req. 12		55 00
St. Henri de Lévis and Railway Station	F. X. Genest	¼	as req. 12		75 00
St. Henri de Lévis and St. Lambert de Lévis	J. A. Bourget	10	6 12	"	178 50
St. Henri Station and Railway Stn.	O. Valliers	¼	12 12	"	70 00
St. Honoré de Shenley and St. Evariste Railway Station	H. Gregoire	6	6 12	"	138 96
St. Isidore de Dorchester and Railway Station, Hemmingford	G. Dumont	6	6 12	"	139 00
St. Jean de Dieu and Trois Pistoles	L. Lafrance	13	3 9	" (to Mar. 31, '01)	142 50
do do do	A. Morency	13	6 3	" from "	93 75
do do do	J. Bois	13	3 3	" and 14 (to Dec. 31, '00)	38 88
do do do	L. Beaulieu	13	3 3	" from "	75 00
St. Jean des Chaillons and Three Rivers	O. Dion	32	6 12	"	600 00
St. Jean Port Joli and Railway Stn	J. Pelletier	1½	12 6	" (to Dec. 31, '00)	49 00
do do do	do	1½	18 6	" from "	73 50
do do do	do	1½	6 4	" and 9 days (from Aug. 23, '00).	17 44
St. Joseph d'Alma and Railway Stn.	J. Tremblay	9	6 12	"	215 97
St. Joseph de Beauce and Railway Station	N. Gagné	¼	24 12	"	74 00
St. Jude de Somerset and Railway Station	P. Lapointe	13	6 7	" and 13 days (to June 6, '01)	47 75
St. Leonard d'Aston and Railway Station	J. Hebert	600 yds.	12 12	"	50 00
St. Leonard de Portneuf and St. Leonard Railway Station	J. Lesage	1	3 12	"	35 00
St. Leonard de Ha Ha and Railway Stn	J. Desjardins	4	6 9	" (to Mar. 31, '01)	150 00
do do do	C. V. A. Pinel	4	6 3	" from "	50 00
St. Leonard Railway Station	J. B. Caron	1½	12 12	"	35 00
do do	do	1½	6 12	"	17 48
St. Luce and Railway Station	J. B. Parent	2	12 12	"	139 96
St. Lydger and St. Samuel de Gray Jonction	E. Dallaire	10	3 12	"	106 48
St. Magloire and Theodore de Montmagny	J. Bilodeau	9	1 1	from June 1, '01	3 75
St. Malachie and St. Nazaire de Rocklake	A. Pilchat	8	1 12	"	70 00
St. Malachie and Station	A. Lapointe	13	6 12	"	170 00
St. Marcel de L'Islet and Railway Stn	J. Moreau	22½	3 9	" to Mar. 31, '01	240 00
St. Marcel de Edmonton and Railway Station	F. Lapointe	1	6 12	"	98 00
St. Matthieu and Railway Station	C. Corbeil	3	6 12	"	99 00
St. Maurice and Railway Station	A. Chisholm	1	12 12	"	75 00
St. Maurice and Sweet Lake	J. Martin	1	6 12	"	50 00
St. Michel de Bellechasse and Railway Station	J. Martineau	5	6 12	"	70 00
do	do	5	6 12	"	70 00

SESSIONAL PAPER No. 24

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ste. Modeste and Ste. Modeste Railway Station.	E. Thériault	1	6	12	[illegible]
St. Mose and Railway Station	M. Fraser	50	6	12	[illegible]
Ste. Mosé Station and Railway Station	J. Michaud	64 yds.	12	12	[illegible]
Ste. Monique de Nicolet and Railway Station	P. Trudel	2	12	12	[illegible]
St. Nazaire and Railway Station	H. Vieillette	5	12	12	[illegible]
St. Nazaire and St. Raymond	L. Fortier	6	6	12	[illegible]
St. Nicolas and Railway Station	M. Carrier	4	6	12	[illegible]
St. Nicolas and St. Nicolas East	A. Plante	2	3	11	[illegible]
St. Norbert d'Arthabaska and St. Hubert de Grantham	B. Poisson	9	6	12	[illegible]
St. Norbert d'Arthabaska and Stanfold	G. Baldinger	1	6	12	[illegible]
St. Pacome and Railway Station	J. Chamberland	1	12	12	[illegible]
do do	do	1	6	12	[illegible]
St. Pascal and Railway Station	N. Bernier	150 yds.	12	6	[illegible]
St. Patrick and Railway Station	J. LeBel	1	6	[illegible]	[illegible]
St. Paul de Buckland and St. Pierre Montmagny	E. Proulx	17	4	[illegible]	[illegible]
do do	do	17	6	8 from do	[illegible]
St. Paul's Bay and St. Tite des Caps	O. Lavoie	25	6	12	[illegible]
St. Pierre Baptiste and St. Urbain de Chaudière	J. Labbé	1	6	11	[illegible]
do do	T. Tourangeau	2	6	1	[illegible]
St. Paul's Bay and Ste. Agnès Landing	E. Gobeil	3	[illegible]	[illegible]	[illegible]
St. Pamphile and Railway Station	T. Desrosiers	1	6	12	[illegible]
St. Pamphile de Nicolet and Railway Station	J. Lamontagne	1	6	3	[illegible]
St. Pierre les Becquets and St. Sylvère de Lyrard	O. Gervais	18	6	12	[illegible]
St. Pierre Montmagny and Railway Station	A. Gendron	2	18	12	[illegible]
St. Rimbaud East and Railway Station	J. Lamontagne	6	12	12	[illegible]
St. Romuald and Railway Station	J. Lemieux	1	24	12	[illegible]
St. Roch de Tingwick and Warwick	S. Peloquin	14	6	12	[illegible]
St. Roch de Quebec and C.P.R. Railway Station	P. Hunt	[illegible]	6	2	[illegible]
St. Roch de Quebec and Stadacona	F. Cliche	1	3	12	[illegible]
St. Romuald and Railway Station	H. Rousseau	1	6	3	[illegible]
St. Roch de Degelis and Railway Station	A. Saucier	[illegible]	12	12	[illegible]
St. Sauveur de Cacouna and Railway Station	P. Pelletier	[illegible]	6	12	[illegible]
St. Sauveur de Quebec and Station R.P.R.	L. P. Pelletier	1	12	12	[illegible]
St. Sauveur de Roberval and Railway Station	S. Fortin	[illegible]	12	12	[illegible]
St. Sebastien Station and Railway Station	P. Maurice	[illegible]	12	12	[illegible]
St. Severe de Bonaventure and Transcontinental Railway Station	H. Desmond	[illegible]	6	[illegible]	[illegible]
do do	P. Duguay	[illegible]	[illegible]	[illegible]	[illegible]
St. Simeon and Bic	J. Simard	[illegible]	[illegible]	12	[illegible]
St. Simon de Rimouski and Railway Station	C. Gagnon	1	12	12	[illegible]
St. Simon and Matapedia Junction Railway Station	T. Desrosiers	[illegible]	6	12	[illegible]

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Quebec Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
St. Thecle and Railway Station	C. Guillemette	1	12	4 mos. fr. Oct. 31, 1900	30 00
do do	L. Grenier	1	12	8 " from do	16 00
St. Tite and Railway Station	F. Cossette		12	12 "	36 00
St. Valier and Railway Station	J. Corriveau	3	6	8 " (to Feb. 28, 1901)	64 00
do do	E. Chabot	3	12	4 " from do	32 00
St. Victor de Tring and Railway Station	R. Plant	2½	12	12 "	80 00
Sayabec and Sayabec Station	L. Jaubert	1	6	12 "	40 00
Sayabec Station and Railway Station	F. Bouchard	½	12	9 " (to Mch. 31,1901)	30 00
do do	N. Bouchard	½	12	3 " from do	10 00
Scott Junction and Railway Station	G. Garon		18	12 "	105 00
Shawenegan Falls and Grand Mere	J. W. Aubin			2 trips	4 00
Silverstreams and Railway Station	F. St. Onge	2½	12	12 months	150 00
South Dudswell and Westbury Basin Railway Station	O. Lepitre	3½	6	12 "	100 00
South Quebec and Railway Station	P. Berner	200 yds	36	12 "	100 00
South Quebec and Etchemin	E. J. Smallhorn			Special trips	1 50
Standard and Railway Station	P. L'Heureux	350 yds	12	12 months	36 00
Stoneham and Tewkesbury	J. Falardeau	7½	2	12 "	57 50
Tadousac and Steamer Landing	P. Marquis	¼	As req.	Part of season 1900-1901	65 10
Thetford Mines and Railway Station	J. Rousseau	½	12	12 months	50 00
Three Rivers and Valmont	I. Ducharme	15	6	12 "	199 48
Tring Junction and Railway Station	A. Doyon	30 yds	24	12 "	30 00
Trois Pistoles and Railway Station	C. Lavoie	¼	24	12 "	79 00
Trois Saumons and Railway Station	E. Gauthier	2	6	12 "	68 00
Valcartier and Railway Station	J. McBain	6	6	12 "	185 00
Village des Aulnaies and Railway Station	J. B. Simos	5	18	12 "	234 00
Vincennes and Railway Station	J. Gravel	1½	6	12 "	90 00
Walker's Cutting and Railway Station	S. Labrecque	128 yds	12	12 "	32 00
Warwick and Railway Station	L. Turgeon	200 yds	6	12 "	18 00
Weedon Centre and Railway Station	F. Desprès	2	12	12 "	110 00
Winning Ledges and Railway Station	J. G. Bouchard	½	12	6 " (to Dec. 31, 1900)	74 50
Side Services to Seven Islands	P. Bégin			Special trips	3 00
Mail Transfer Agent at Lévis	A. Ouellet			12 months	480 00
do do Richmond	P. Healey			12 "	147 00
					873,518 49

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

TORONTO POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Toronto Postal Division, made within the Year ended June 30, 1901.

Name of Route	Name of Contractor	Distance in Miles	No. of Times per Week	Hours	Remarks	Amount
						$ cts.
Aberdeen and Dunbar	L. Elledge	11	3	12	months	60 00
Abingdon and Wenonah	J. Williams	17	6	12		72 00
Acton and Cheesemans Corners	G. Case	5	2	5	to Nov. 30, 00	22 67
do do	R. Cripps	5	2	7	from	30 33
Agincourt and Railway Station	W. Lawton		6	10	and 22 days to May 27, 01	96 78
Ahmic Harbour and Dunchurch	W. J. Carey	4	6		to Dec. 31, 00	62 50
Ahmic Lake and Spence	R. Vertell	10	2	12	months	37 50
Ait Lake Junction and Ry. Station	M. Manes		6	12		1 00
Algonquin Mills and Railway Station	G. C. McQuaig		12	12		72 00
Allanburg and Railway Station	R. Skinner		12	12		72 00
Allandale and Holly	W. Armstrong	5	6	9	to May 31, 01	74 25
do do	W. Bowman	5	6	5	to	22 72
Allandale and Painswick	J. Haggard	3	6	12		36 48
Allandale and Railway Station	M. J. Hamilton		36	12		60 00
Allan Park and Hampden	H. Evans	4	2	12		24 00
Allensville and Mail Changing Post	M. McNeil		12	12		156 00
Alliston and Elmvale	M. Young	11	6	12		120 00
Alliston and Railway Station	J. J. Holland		24	12		87 36
Alliston and Rosemont	do	9	6	12		234 00
Alma, Stoelgrove and Railway Stn.	R. Campbell	5	6	12		120 00
Alport and Brae Hedge	H. F. Robinson	4	3	12		72 00
Alsace and Napanee	J. Gerber, sr....	7	3	12		91 00
Alsvadt and Railway Station	H. Ziegler	1	6	12		79 84
Alton and Railway Station	T. Vanzwick		12	12		144 00
Amaranth Station and Railway Stn.	J. S. Lawson		6	12		80 19
Ambe and Railway Station	W. A. Kennedy	18	6	1	and 10 days from Dec. 22, 1900	38 48
Amigari and Railway Station.....	A. B. Hurrell...		12	12		60 00
Ancaster and Hamilton	J. Beck	7	12	11	days to June 30, 1901	151 20
do do	D. Matheson	7	12	11	months and 20 from July 1, 00	200 51
Angas and Baxter	A. L. Stewart	7	3	12		88 00
Angas and Railway Station	C. K. Clark		24	7	to May 31, 01	87 36
do do	H. L. Tar Boss		24	5	to	17 00
Anson and Thessalon	A. Brandon	8	1	12		13 00
Anton Mills and Railway Station	J. J. Insley		6	7	to May 31, 01	12
do do	do		6	5	from	11 00
Antrim and Grassmere	G. Hart	10	1	1	to July 31, 00	3
do do	M. M. Mastey	8	1	11	from	3
Appleby and Railway Station.....	M. C. Pro		6	12		80 00
Apsley and Railway Station	J. O'Neil	6	6	12		144 00
Ardtrea and Orillia	W. W. Hart	8	3	12		78 00
Ariel and Railway Station	W. C. Mee	200	12	6	to Dec. 31, 00	72
Ariel and Mail Changing Post	do	200	6	6	from Jan. 1, 01	43
Arnott and Railway Station	W. G. Mee		12	9	to May 31, 01	75
do do	J. Mee		12	3	from	24
Arthur and Metz	J. Bunting	6	3	12		54 00
Arthur and Monck	W. E. Lamb	5	3	12		54 00
Arthur and Mount View	W. Jackson	8	1	12		26 00
Ash and Railway Station	J. Dent		6	12		48 00
Ashdown and Bear Cave.....	H. Jackson	8	1	1		26 00
Ashdown and West Grove	M. L. West	4	1	12		4 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Aggrove and Georgetown	R. C. Nixon	4	6	12 months	165 00
Astley and Railway Station	G. Follis	1½	3	12 "	49 92
Attk. and Stouffville	T. Ledsham	13½	6	12 "	149 00
Atherley and Railway Station	J. Gallivan	1	24	12 "	43 70
Atwood and Tottenham	M. J. Cassidy	17½	6	10 " 19 days (to May 19, '01)	174 26
do do	J. A. Wilson	17	6	1 " 12 days (from May 19, '01)	25 32
Attercliffe Station and Railway Station	J. Sandy	2	12	12 "	108 00
Augusta and Hammond Mills	F. J. Sleightholm	5	2	12 "	40 80
Austin and Railway Station	T. H. Watson	9	24	12 "	120 00
Austin and Stouffville	G. W. Stone	15	6	12 "	365 00
Austin and Vandorf	T. Graham	8½	6	12 "	216 00
Avening and Railway Station	E. A. Pingle	7	12	12 "	120 00
Avo Lake and Spreadale	J. M. Pattison	10	1	12 "	80 00
Axton and Norval	J. Edwards	5	2	1 " 25 days (from May 7, '01)	8 50
Axton and Railway Station	W. Kennedy	1	12	12 "	57 16
Bala and Lake Orchard	N. Osmond	8	3	Part of seasons 1900 1901	84 65
Baldwin and Gravenhurst	J. Burgess	16	3	season 1901	90 00
Baldwin and Sahanatien	L. Sahanatien	9	1	12 months	52 00
Baldwin and Ocean Strand	A. Lemon	15½	3	12 "	180 00
Baldwin and Railway Station	L. Goulds	1	12	12 "	124 80
Ballantyne and Railway Station	R. Hunter	1	12	10 " (to Apl. 30, '01).	50 00
do do	E. Hall	1	12	2 " from	10 00
Bala and Lake of Georgetown	F. W. Betts	6	6	12 "	250 00
Balsam Lake and Lake Agassiz	M. L. Smith	1	12	Part of seasons 1900 1901	29 68
Balsam Grove and Lefroy Falls	J. Craig	6	2	12 months	90 00
Bancroft Lake and Osborne	J. Cunningham	14	2	11 " from Aug. 1, '00	66 00
Bancroft Lake and Victoria Road	do	4	2	1 " (to July 31, '00)	6 00
Bandon and Railway Station	W. Bell	2	6	9 " (to Mar. 31, '01)	75 70
do do	do	2	6	3 " from	37 50
Bank and Collingwood	W. Johnston	12	2	3 " 24 days (to Oct. 24, '00	50 43
do do	do	12	3	8 " 7 days (to Oct. 24, '00	164 34
Bar Channel Falkenburg Station	T. Bird	6	2	Part of season 1900 1901	49 50
Barbecue and Wardsville	T. Davis	20	3	4 mos. 6 days (to Nov. 6, '00	68 35
do do	do	20	3	7 " 24 days (from Nov. 6, '00	146 12
Barcovan and Fenelon Falls	J. Fagan	6	2	Season 1900 1901	47 50
Barrie and Hillsdale	J. J. Sutton	16	6	12 months	297 00
Barrie and Midland	J. W. Cook	35	6	12 "	120 00
Barrie and Railway Station	A. Mainprize	10 rods.	66	12 "	101 25
Barrie and Stone Lake	J. Maxwell	8	18	12 "	139 18
Barrie Island and Grand Bay	J. Cooper	12	1	12 "	80 80
Bat River and Mud Creek Post	J. Lacy	1	3	12 "	36 00
Bathurst and Railway Station	S. Mahaffy		12	12 "	62 40
Bayfield and Newmarket	do	16	6	12 "	302 00
Bayfield and Orillia	J. Hammond	16	6	12 "	312 00
Bayfield and Newmarket	D. Thompson	9	2	12 "	80 00
Beamsville and Beaverdale	P. Hoffman, jr	11	6	9 " to Mar. 31, '01	221 25
Beamsville and Thorold	do	8	6	3 " from Apl. 1, '01	68 75
Beaverton and Hotel	J. Hunter	2	3	2 " from Apl. 23, '01	6 00
Beaverdale and Maryboro	J. Appleton	10	3	12 "	100 00
Beaverton and Railway Station	J. H. Wilkinson		24	12 "	97 00
Beaverton Railway Station	J. E. McDonald		24	12 "	168 18
Bedford and Railway Station	C. H. Ramsay	1	12	9 " to Mar. 31, '01	101 25
do do	D. Rogers	1	12	3 " from	33 75

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued*

Name of Route.	Name of Contractor	Distance in Miles.	Number of Trips per week.	Number of Months.	Period.	Amount.
						$ cts.
Bell Ewart and Railway Station	R. Colgan	1	12	12 months		[illegible] 50
Bellingham and Ingersoll	D. Bell	11	1	12		80 00
Belwood and Orangeville	E. Hanna	2	3	12		6 00
Belwood and Drayton	C. Campbell	14	2	12		72 00
Belwood and Railway Station	J. Hanna	[illegible]	12	12		4 00
Bentale and Woburn	E. Wheler	2	6	4	to Oct. 31, '00	25 00
do do	J. Butcher	2	6	8	from	46 66
Berkeley and Glascott	R. English	6	2	12		84 00
Berkeley and Railway Station	H. Baker		12	12		70 00
Berrecliffe and Hartwell	D. Gibbons	8	2	3	to Sept. 30, 00	6 00
Bethany and Railway Station	G. Price	[illegible]	12	12		50 00
Bexley and Corsens Siding	G. T. McKague	2	3	12		36 00
Bexley ook and Railway Station	M. McGann	5	6	12		120 00
Beyerman and Erin	W. Weyerman	4	2	12		50 00
Beaverton and Railway Station	P. J. Findan [illegible] rod		12	12		50 00
Black Bank and Railway Station	T. Farley	10	6	9	to Mar. 31, 01	127 50
do	A. Duthie	8	6	3	from	30 00
Black Creek and Railway Station	C. H. Jenks		12	12		10 00
Blackstock and Purple Hill	M. Hambley	4	2	12		40 00
Blackwater and Lawton	D. Ferguson	4	3	12		78 00
Blackwater and Railway Station	J. H. Grant	50 feet	24	12		192 00
Blagrd Valley and Rayside Station	J. A. Brunet	7	2	12		100 00
Bloyd River and Railway Station	J. Hawkins, sr.		12	12		95 00
Bobcaygeon and Lindsay	R. M. Thurston	26	6	Period of season 1900-1901		687 00
Bobcaygeon and Red Rock	M. Thomas	6	2	12 months		72 00
Bognor and Woodford	W. McLellan	6	6	12		144 00
Bolton Castlederg and Mount Wolfe	J. Phillips	5 & 11	6 & 3	12		140 00
Bolton and Railway Station	T. D. Elliott		24	12		140 00
Bonnieville and Railway Station	J. Martin	10	6	12		144 00
Boothsville and Wintergreen	A. Fairbairn	8	7	12		84 00
Bowling Green and Railway Station	E. Driver	5	6	12		130 00
Bowmanville and Cesarea	D. E. Gilford	14	6	12		168 00
Bowmanville and Enniskillen	C. W. Lent	11	6	12		132 00
Bowmanville and Railway Station	W. G. Glover	1	6	12		12 00
Bowmanville and Tyrone	W. H. Moore	7	6	12		132 00
Boyd and Dunwoek	A. Rice	2	6	7	& 12 to Nov. 9, '00	98 00
Brace ridge and Fraserburg	W. H. Stonehouse	12	1	12		70 00
Brace ridge and Muskoka Falls	A. R. Cameron	3	3	12		110 00
Brace ridge and Point Kaye	W. Kaye	[illegible]	2	Season [illegible]		7 00
Brace ridge and Railway Station	R. F. Perry		30	12 months		1 200 00
Brace ridge and Ward	F. Dorsey		12	Period of season [illegible]-01		84 00
Brace ridge and Zephyr	J. Kyle	4	2			4 00
Brackenrig and Port Carling	C. H. Dickson	4	3			42 00
Brackenrig and Rose Street Branch	E. Beggs	2	12	12 months		144 00
Bradford and Newton Robinson	J. G. Cook	8	6	12		144 00
Brampton and Railway Station	do		24	12		144 00
Brant Line and Underhills	W. L. Taylor	3	1	12		52 00
Brantford and Hamilton	M. O. Hyatt	4	6	12		144 00
Brantford and Railway Station	T. Fairburn	1	12	12		144 00
Brantford and Onondaga	F. Vickers	7	3	12		144 00
Brantford and Railway Station	E. Kennedy	1	24	12		144 00
Brantford and Oneida	W. A. Lee	5	6	12		144 00
Brantford and Railway Station	J. Cockshutt		12	12		144 00
Bridgeburg and Railway Station	H. Dunlop		24	12		144 00
Bristol and Campbell	S. Moore	4	1	3	to Sept. 30, 00	3 00
do do	A. Dunn	4	1	9	from Oct. 1, 00	9 00
Britainville and Long Bay	J. Fenwick	4	1	12		52 00
Bronte and Railway Station	J. S. McDougall	1	12	12		144 00
Brookfield Station and Railway Station	M. Lee	1	6	12		144 00
Brougham and Stouffville	T. Skinner		2	12		48 00
Brock ton and Railway Station	R. D. Hay		12	12		144 00

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles	No. of Trips per Week	Period.	Amount.
					$ cts.
Brougham and Markham	T. Hague.	26½	6	12 months	353 00
Brougham and Whitby	J. Scott	12	6	10 " (to Apr. 30, 1901)	194 00
do do	J. A. Hoyt	12	6	2 " from "	36 30
Brown Hill and Railway Station	J. Merchant	¼	6	12 "	21 83
Brown's Nurseries and Ridgeville	C. Fisher	1	12	1 " (to July 31, 1900)	6 24
Bruce Mines and Cloudslee	A. McEwan	5	1	12 "	50 05
Bruce Mines and Railway Station	H. McDonald	2	12	12 "	141 70
Bruce Mines and Rydal Bank	W. R. Smyth	6	2	12 "	104 05
Brunswick and Railway Station	L. C. Patterson	¼	6	12 "	75 00
Bulleid and Kinmount	J. Gillespie	8	1	12 "	55 00
Burketon Station and Enfield	T. Thorn	4½	6	12 "	110 09
Burketon Station and Ry. Station	J. Burr	¼	12	12 "	75 00
Burk's Falls and Doe Lake	J. H. Westwick	90	3	4 " 18days, from Feb. 17, 1901	43 24
Burk's Falls and Dunchurch	R. A. Creasor	29	6	Part of season 1900-1901	375 00
Burk's Falls and Railway Station	J. D. Reed	1	12	12 months	112 32
Burk's Falls and Sand Lake	J. Hunter	13	1	12 "	78 00
Burlington and Port Nelson	W. Bamford	1½	6	12 "	90 00
Burlington and Railway Station	E. A. McMillan	¼	6	3 " (to Sept. 30, 1900)	17 00
do do	W. Bamford	¼	6	1 " 25 days (to Nov. 25, 1900)	10 34
do do	H. Bray	¼	6	7 " 5 days from Nov. 25, 1900	47 82
Burnaby and Railway Station	W. A. Kinnard	2	6	12 "	90 00
Burnt River and Railway Station	S. Smithdale	¼	12	12 "	16 02
Bury's Green and Railway Station	J. Fell, sr.	22	2	9 " (to Mar. 31, 1901)	34 32
do do	W. Hoskins	22	2	3 " from "	11 44
Byng Inlet and French River	A. German	25	2	Part of seasons 1900-1901	230 00
Byng Inlet and Parry Sound	T. Bushey	65	2		361 00
do do	C. A. Phillips	65	2	Balance of season 1901	76 00
Cache Bay and Field	E. Deschamps	13	1	12 months	59 80
Cache Bay and Railway Station	A. J. Young	700 yds.	24	12 "	150 00
Casselman and Canfield	C. Hewitt	8	6	12 "	163 41
Caledonwood and Railway Station	M. Calder	3	3	12 "	79 56
Caldwell and Caledon	T. McCort	5	6	12 "	91 44
Caledon and Railway Station	W. J. Brown	¼	18	9 " (to Mar. 31, 1901)	28 50
do do	do	¼	24	3 " from "	19 50
Caledonwood and Eugenia	J. W. McMillan	15	6	12 "	200 00
Callander, Franks Bay and Sturgeon Falls	J. M. V. Smith	26a, 16w	2	12 "	70 00
Callender and Railway Station	E. McGowan	¼	12	12 "	78 00
Callender and Wisawasa	W. F. Cronkhite	2½	6	3 " (to Sept. 30, 1900)	27 50
do do	T. Whyte	2½	6	9 " from	82 50
Cambray and Lindsay	C. F. Algeo	10½	6	12 "	251 44
Cameron and Railway Station	J. Bryson	¼	12	12 "	95 00
Camilla and Coulson	W. Allen	6½	3	12 "	88 48
Camilla and Warrington	W. M. Bride	4½	3	12 "	75 00
Campbellcroft and Railway Station	J. Lewis	6	2	4 " (to Oct. 31, 1900)	23 54
do do	J. Wheeler	6	2	8 " from "	46 42
Campbellcroft and Railway Station	A. Smith	70 ft.	6	12 "	40 00
Campbellville and Railway Station	M. Beattie	¼	6	12 "	50 00
Campbellville and Mar. Cornering Post	J. Barclay	1 to 5	12	12 "	24 00
Canfield, Darling Road and Warren	L. Piper	6 & 2½	6 & 3	12 "	195 00
Cannington and Railway Station	W. Cassidy	¼	24	12 "	60 00
Cannington and Sutton West	G. Newton, jr.	20	6	12 "	534 00
Cape Rich and Meaford	W. McGeach	14	2	12 "	150 00
Carden and Dalrymple	J. McCarthy	5	2	12 "	62 48
Carlton West and Railway Station	W. Ford	¼	24	12 "	130 00
Carlisle and Hamilton	G. Morton	13½	6	12 "	342 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Miles.	Trips per week.	Number of weeks.	Period	Amount.
						$
Carlyon and Uhthoff	D. Ferguson	5	2	12	12 months	40 00
Carrville and Railway Station	J. Snider	3½	6	10	12 days to May 19, '01	92 00
do do	J. G. Keffer	3½	6	1	12 days to May 19, '01	12 00
Carter and Railway Station	V. W. Johnson	1	12	12		30 00
Castletown and Crextone	J. Catton	2	6	12		100 00
Castlewood and Railway Station	J. Cairn	14	6	12		250 00
Cataract and Railway Station	A. H. Vanwyck	1	12	12		70 00
Cedar Dale and Railway Station	H. Robins		25	12		60 00
Cedarville, Egerton and Mount Forest	J. A. Plant	11 & 21	3 & 3	12		540 00
Ceylon and Dunham	D. G. McNally	14	6	12		200 00
Chantler and Willard	E. Chantler	1	6	8	16 days to Mar. 16, '01	63 75
Chapman and Railway Station	P. A. Mulligan	1	12	12		120 00
Chatsworth and Chesley	W. E. Dodge	24	3	12		240 00
Chatsworth and Desboro	S. Palmer	10	3	12		111 05
Chatsworth and Dunlop	W. J. K. Elliott	20	6	12		400 00
Chatsworth and Railway Station	J. McTeer		24	12		137 95
Chatsworth and Walter's Falls	T. Walter	12	6	12		200 00
Chesterfield and Railway Station	S. Irwin	9	12	12		200 00
Cheltenham, Campbell's Cross and Railway Station	W. Henry	21 &	6 & 12	12		239 00
Cheltenham and Railway Station	P. Ferguson		6	3	from Apl. 1, 01	11 75
Cheney and Ravensworth	J. Minge	6	1	12		60 00
Chippawa and Niagara Falls	G. H. Young	6 & 4	12	3	to Sept. 30, 00	81 00
do do	W. H. Newman	6 & 4	12	6	(to Mar. 31, '01).	240 00
do do	C. J. Crandell	6 & 4	12	3	from	120 00
Christian Island and Lafontaine	J. W. Monger	7	2	12		120 00
Claremont and Railway Station	E. H. Sloan	2	12	12		288 00
Churchville and Railway Station	T. A. Fogarty		6	12		300 00
Claremont and Railway Station	J. W. Greenlaw		12	6	to Dec. 31, 00	90 00
do do	W. Thompson		12	6	from	37 97
Clarksburg and Duncan	T. Howard	10	6	6	to Mar. 31, 01	111 00
do do	do	10	6	3	from	57 00
Clarkstown and Heathcote	G. Smith	5	6	3	to Sept. 30, 00	
						75 00
Clarkstown and Railway Station	R. Crossland	1	24	12		576 00
Clarkstown and Redvale	J. Irwin	1	3	3	to Sept. 30, 00	18 00
do do	do	1	6	8	6 days to Dec. 6, 01	200 00
do do	J. Thompson	1	6	24	from Dec. 6, 01	576 00
Clarke and Kendal	P. Edwards	6	6	12 months		360 00
Clarke and Railway Station	J. Pollock	1	12	9	to Mar. 31, 01	162 00
do do	W. J. Jones	1	12	3	from	54 00
Clarkson and Railway Station	W. F. Chatham	1	18	3	to Sept. 30, 00	81 00
do do	do	1	12	9	from	243 00
Clavering and Railway Station	M. Peacock	1	12	12		300 00
Clear Lake and Uchington	A. Taplin	3	2	3	to Sept. 30, 00	30 00
do do	do	3	2	9	from	135 00
Clyde and Railway Station	E. McNeil	1	6	12		144 00
Cobourg and Dundas Falls	W. Cobb	7	3	12		252 00
Coboconk and Norland	H. Lang	8	6	12		576 00
Cobourg and Railway Station	E. Rose	28	6	6	to Mar. 31, 01	252 00
do do	J. Rose	28	6	3	from	126 00
Cockburn Island and Thessalon	R. Rose	2	1	12	to Sept. 30, 00	104 00
Coldwater and Lovering	W. H. Lovering		3	12	months	144 00
Coldwater and Moonstone	J. Craig	9	3	12		74 00
Coldwater and Railway Station	S. Lovering	1	24	12		144 00
Coleman and Railway Station	T. Coleman		24	12		180 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Collingwood and Railway Station	D. Sanderson...	¼	36	12 months	150 00
Collingwood and Street Letter Boxes	J. Ferguson	3½	18	12 "	140 00
Collins Inlet and Killarney	C. W. Pitt	18	2	12 "	223 00
Colwell and Railway Station	J. Campbell....	¼	12	12 "	62 40
Commanda and Restoule	R. McKee	10	2	12 "	120 00
Concord and Railway Station	W. Gallanl...	½	12	12 "	109 70
Comor and Railway Station	E. Cullen.....	9 & 12½	6	12 "	175 00
Cookstown and Railway Station	H. Coleman.	¼	24	12 "	149 76
Cooksville and Railway Station	C. R. Colwell.	1	12	6 " to Sept. 30, '00).	30 00
do do	do	1	18	9 " from "	135 00
Coopers Falls and Lewisham	J. Fox	14	3	12 "	130 00
Copetown and Onkney	A. P. Thompson.	3	6	12 "	160 00
Copper Cliff and Sudbury	R. H. Carmachael	5	12	12 "	315 00
Corbetton and Railway Station	J. Corbett.	30 rods.	6	12 "	35 00
Corson's Siding and Head Lake	S. Magahay...	12	3	12 "	148 00
Corwhin and Railway Station	N. D. Fetter.	10	6	12 "	224 00
Coulson and Orillia	A. Reid.	16	6	9 " to Mar. 31, '01).	255 00
do do do	A. C. McIntyre	16	6	3 " from "	105 00
Craigie Lea and Gregory	R. S. Gregory Allen.	5	1 & 2	Part of seasons 1900 1901	52 50
do do	J. H. Butler	5	1 & 2	Part of season 1901.	23 00
Craigleith and Railway Station	A. Fleming.	½	6	12 months	48 00
Cranford and Elmwood..	W. J. Birney	9	3	6 " to Dec 31, '00)..	58 50
do do do	D. Hastie.	9	5	6 " from "	56 00
Credit Forks and Railway Station..	W. Ramsay.	¼	12	12 "	60 00
Creemore and Lavender	A. Anderson....	13	6	12 "	323 72
Creemore and Railway Station	A. Gillespie.	¼	24	12 "	93 60
Cresswell and Mail Changing Post	I. Johnston. ...	½	12	12 "	42 92
Creti and Prethech	K. McDonald.	3	3	12 "	85 00
Crossland and Pinkston	F. J. Martin ..	19	3	12 "	225 00
Crossland and Welland	J. McQueen ..	4	3	12 "	109 00
Cruickshank and Small w Lake	E. Cameron.	2	3	12 "	60 60
Crystal Beach and Railway Station	T. Snyder.....	1	12	Part of seasons 1900 1901	18 60
Cutler and Railway Station... ..	R. H. Kay .	¼	12	12 months	103 99
Darlington and Railway Station.	F. T. Guy ...	30 rods.	12	8 " 10 days from Oct. 22, '00)...	17 25
Dartmouth and Sebright	J. Johnston...	4	3	9 " to Mar. 31, '01).	42 00
do do	do	4	3	3 " from "	20 25
Davenport and Fairbank	A. Raynor....	2	6	12 "	72 00
Davenport and Railway Station	W. Rountree	50 yds	12	12 "	50 00
Deerhurst and Orchard.	R. Baynes	4	6	12 "	155 00
Deerhurst and Somers	do	2	6	7 " 19 days from Aug. 13, '00) .	44 32
Deer Park and North Toronto	J. V. Spears	1	6	12 "	75 00
De Grasse Point and Lefroy	H. R. Neshitt	1	12	Season 1900	48 00
Depot Harbour and Railway Sta.	J. F. Pratt..	100 yds.	12	12 months	30 00
Derby Mills and Owen Sound Road	J. T. Hall ...		3	12 "	24 00
Desaulniers and Verner	S. Tanguay..	11	1	12 "	68 00
Desbarats and Richard Landing	I. Saunderson	9	3	Part of season 1900	15 75
Desbarats and Railway Station ...	J. C. Quinn...	100 yds	12	8 months and 16 days from Oct. 16, '00 and arrears..	21 27
Destorel and Dobie	R. Goldsmith	9	3	12 "	137 01
Dorcas and Tecumseh	J. W. Davis	8	6	12 "	325 00
Dorgody and Kinmount	J. L. Davis	3	2	12 "	54 00
Dornock and Welbeck.....	M. McDonald .	4	2	6 " 1 Dec. 31, '00..	15 00
do do	T. Stinson	4	2	6 " from "	15 00
Dorset and Railway Station	J. A. Hopkins	1	6	12 "	75 00
Downeyville and Omemee	R. Downey .	5	6	12 "	160 00
Downsview and Railway Station	P. Dooley.		6	12 "	100 00
Dromore and Hebelton.	S. B. Storms	9	6	9 " to Mar. 31, '01)	123 24
do do do	do	9	6	3 " from "	49 92

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.				Period.	Amount.
						$ cts.
Dromore and Tisdale	D. McKelvey	11	3	12	months	77 00
Drumbo and Milton	T. Bradley	18	6	12	"	144 00
Dunbarton and Toronto	G. Jackson	19	6	12	"	234 00
Duncan and Heathcote	T. Howard	7	3	3	" (to Sept. 30, '00)	15 00
Duntroon and Perry Sound	C. McEachern	28	6	3	"	140 00
do do	do	28	3	9	" from	252 00
Dunchurch and Whitestone	J. Hargraves	11	3	2	" (to Aug. 31, '00)	33 00
do do	J. Cox	11	3	10	" from	143 00
Dundalk and Hopeville	A. McEachnie	9	6	12	"	144 00
Dundalk and Kingsford	J. Phelan	14	2	12	"	140 00
Dundalk and McIntyre	J. Ferguson	13	6	9	" (to Mar. 31, 01	126 00
do do	T. Potts	13	6	3	" from	87 00
Dundalk and Railway Station	T. Hanbury	1	24	12	"	120 00
Dundas and Sheffield	G. W. & J. B. Hendrie	14	6	12	"	252 00
Dunnet and Warren	F. Depew	20	9	12	"	110 00
Dunns Valley and Ophir	J. Dixon	7	1	12	"	30 00
Dunnville and Railway Station	J. McGraw	4	24	12	"	96 00
Dunnville and Welland Port	L. Durham	12	6	12	"	300 00
Dunstead and Lindsay	W. F. Woodland	10	6	Part of season 1900		42 00
do do	F. E. Gordon	10	6	Season 1900 to		60 00
Duntroon and Maxwell	T. M. Heron	14	6	12 months		204 00
Duntroon and Railway Station	J. Russell	1	24	12	"	192 00
Durham and Railway Station	D. Campbell	1	12	12	"	24 00
Durham and Wiarton	W. Caldwell	16	6	12	"	278 00
Dwight and Fox Point	T. Schram	7	3	12	" and Summer Post	126 00
Dwight and Huntsville	D. Kerr	18	2	12	"	248 00
Earnscliffe and Beaumont	E. Bradley	7	6	12	"	144 00
Echo Bay and Echo River	W. Finlayson	3	1	12	"	30 00
Echo Bay and Railway Station	do	1	6	12	"	78 00
Echo Bay and Sylvan Valley	S. R. Hobbs	6	2	12	"	110 00
Eden Mills and Guelph	P. Reh	16	6	9	" to Mar. 31, '01)	126 00
do do	do	16	6	3	" from	42 00
Edgar and Railway Station	J. Hayes	12	6	12	"	300 00
Edgeley and Railway Station	J. McDougall	2	6	3	" (to Sept. 30, '00)	18 00
do do	J. Burkholder	2	6	9	" from	54 00
Edmonton and Orrville	J. Eggleston	11	3	12	"	132 00
Egmont and Mail Changing Post	E. A. Gibson	5	6	12	"	60 00
Elgin and Stouffville	J. R. Bowman	8	3	12	"	132 00
Elder and Sheldon	R. J. Adams	4	2	9	" (to Mar. 31, 01)	54 00
do do	do	4	2	3	" from	18 00
Elder's Mills and Railway Station	D. Elder	1	6	12	"	78 00
Elgin and Railway Station	J. Lamb	1	6	12	"	78 00
Elizabethville and Port Hope	T. Rowe	20	6	12	"	120 00
Elmbank and Malton	J. Dowell	2	6	12	"	36 00
Elmvale and Craigvale	R. Johnston	9	3	12	"	54 00
Elmvale and Railway Station	A. T. Cooper	1	18	12	"	234 00
Elmvale and Huntsville	C. F. Vanston	18	3	12	"	108 00
Emery and Railway Station	J. Watson	1	6	12	"	78 00
Enniskillen and Railway Station	J. A. Brown	1	12	12	"	156 00
Ennis and Loretto	A. W. Ross	4	2	6	"	24 00
Enterprise and Frankford	C. Lapum	1	3	12	"	39 00
Enterprise and Kings Wharf	S. Harrington	1	4	12	"	52 00
Enterprise and Meyers Corners	do	1	3	12	"	39 00
Epping and Pleasantview	J. Stewart	11	6	12	"	132 00
Epping and Meyers	J. Dixon	14	6	12	"	168 00
Erbsville and Grand Valley	F. Hilborn	16	2	3	" from [illegible] to Dec. 31, '00	48 00
do do	do	16	6	8	" and [illegible] to Dec. 31, '00	144 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Erin and Guelph	J. Gibson	20	6	12 months	380 00
Erin and Railway Station	I. M. Teeter	1	12	12 "	49 92
Everett and Railway Station	T. Watson	1/16	18	9 " (to Mar. 31, '01)	50 61
Fairbairn and Fenelon Falls	T. E. Tiers	8	2	12 "	90 00
Fair Valley and Warminster	P. Thornton	4	3	12 "	70 00
Falding and Railway Station	S. A. Rankin	150 yds	12	11 " and 4 days (to June 4, '01)	58 00
Falding and Otter Lake Ry. Station	do	1 1/4	12	26 days from	13 20
Falkenburg Station and Post Caring	A. Ennis	16 1/2	3	Part of seasons 1900-01	203 29
Falkenburg Station and Ry. Station	E. W. Hay	1/4	12 & 18	9 months (to Mar. 31, 01)	125 42
do do	W. Naismith	1 1/4	18 & 12	3 " from "	17 75
Falkenburg Station and Wunderhaven	D. Fife, jr	17 1/2	3	12 "	300 00
Fawkham and Mail Changing Post	A. B. McDonald	2	6	12 "	109 20
Fawn and Mail Changing Post	J. Tahaney	1/2	6	12 "	33 00
Fenelon Falls and Railway Station	H. Brooks	1/2	12	12 "	61 01
Fenwick and St. Johns West	J. A. McQueen	9	6	12 "	275 00
Fenwick and Railway Station	A. Rice	1/2	12	12 "	78 00
Fenwick and Welland	J. C. Ball	10 1/2	12	7 " and 21 days from Nov. 10, '00)	191 97
Fergus and Living Spring	W. Marshall	6	2	12 "	75 00
Fern Glen and Railway Station	H. Tobler	1 1/4	3	12 "	62 40
Fesserton and Railway Station	P. Jancowski	1/4	12	12 " and summer service	89 10
Fetherston and Parry Harbour	M. A. Peake	2	3	12 "	109 00
Feversham and Flesherton	F. C. Bruce	12	6	12 "	197 00
Feversham and Lady Bank	T. Paul	5	2	12 "	66 00
Fingerboard and Sonya	R. Moase	23	3	12 "	70 00
Fleetwood and Franklin	J. Shaw	2	6	12 "	78 00
Flesherton and Railway Station	W. P. Crossley	1 1/4	24	9 " to Mar. 31, 1901	44 46
do do	W. W. Trimble	1 1/4	24	3 " from "	37 25
Flesherton and Vandeleur	S. Gilbert	6	3	12 "	98 00
Foote's Bay and Glen Orchard	N. Orchard	8	3	Part of seasons 1900-1901	68 40
Fort Erie and Railway Station	H. C. Lewis	1 1/2	30	12 months	360 00
Foxwood and Railway Station	C. Hughes	1/4	6	9 " (to Mar. 31, 1901)	30 00
do do	W. H. Wilson	1/4	6	3 " from "	14 58
Framemount and Railway Station	J. McIvor	7 1/4	6	12 "	106 08
Franklin and Railway Station	J. Hartden	100 ft.	12	12 "	70 00
Freeston and Hamilton	J. Foster	14 1/2	6	8 " and 10 days from Oct. 22, 1900)	140 70
Freelton and Mountsberg	J. Mount	35	3	12 "	83 00
Freeman and Railway Station	E. B. Freeman	1/4	30	12 "	124 80
Frankland and Hamilton	R. H. Dewar	10	12	3 " and 22 days (to Oct. 22, 1900)	139 40
Galt and Shethield	G. W. & J. B. Hendrie	6	6	12	93 00
Gamebridge and Railway Station	D. McBain	1/2	12	12	87 36
Garden River and Railway Station	A. W. Cunningham	1 1/4	3	12	78 00
Garrison Road and Stevensville	B. Johnston	10	2	12	98 00
Garry Owen and Owen Sound	J. T. Godfrey	10	3	12	196 00
Gas Line and Mail Changing Post	A. E. Near	1/4	6	9 (to Mar. 31, '01).	18 75
do do	E. Michener	1/4	6	3 from	6 25
Geneva Lake and Railway Station	C. A. McCool	250 yds.	12	4 (to Oct. 31, '00).	26 67
do do	F. Kelly	250 yds.	12	8 from	53 33
Georgetown and Glen Williams	W. J. Lewis	2	12	12	152 00
Georgetown and Railway Station	F. McCannah	1/4	18	12	125 00
Georgina Island and Sutton West	C. Bigcanoe	8	2	12	75 00
Germania and Uffington Road	J. C. Stamp	2 1/2	6	12	85 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ c.
Gilchrist and Shanty Bay	H. Gilchrist	4	3	12 months	78 00
Gilford and Railway Station	J. A. Blain	4	24	12	96 00
Gilmour and McIntosh	A. Hanna	6	2	12 "	100 00
Glenarm and Railway Station	R. M. Taylor..	2	3	12	78 00
Glenburn Station and Railway Station	H. Clark		6	12	6 64
Glenorra and Woodville	J. H. Pethick..	22 r.t.	6	9 (to Mar. 31, '01)	206 75
do do	S. Dimond	22 r.t.	6	3 "	74 75
Glenorra and Railway Station	W. Grieve	1	6	12	33 72
Glen Tilt and Mount Forest	J. Holmes	5	6	12	115 00
Glen Huron and Railway Station	J. R. Hamilton	1	6	12	14 00
Glenila and Maple Island	F. Lacroix	11	1	12	6 00
Glen Mona and Myrtle	C. Heathe	7	6	12	84 00
Glen Orchard and Orr's Chute	W. Reeves	27	3	Part 3 months (1900-1901)	93 00
Glen Orchard and Wyebridge	W. D. White	1	3	4 trips	1 00
Glenville and Newmarket	T. Somerville	2	6	12 months	156 00
Goodwood and Sunderland	J. Rieper	6	1	12	7 00
Goodwood and Railway Station	T. Glenn	1	12	12	6 00
Golden Lake and Lorrain	N. Morrison	7	1	12	6 00
Golden Lake and Railway Station	W. Carmichael.	8	3	12	131 00
Gore Bay and Kagawong	W. Cosby	12	2	Part 3 months (1900-1901)	64 00
Gore Bay and Providence Bay	J. Mason	27	1	12 months	142 00
Gore Bay, Meldrum Bay and Silver Water	J. J. Armstrong	38 & 42	1	12	27 00
Gore Bay and Spanish River Station	J. Purvis	24 & 27	6 & 3	Part of 3 months (1900-1901)	71 00
Goring and Railway	R. Williamson.	4	3	12 months.	78 00
Gormley and Uxbridge	R. Campbell	22 r.t.	6	12	276 00
Gorrie, Bay and South Sta. Maria	A. McAuley....	26	6	12	156 00
Grant Valley and Bregadoon	G. Dickert	8	2	12	52 00
Grant Valley and Railway Station	D. P. McDonald	1	24	12	140 70
Grape Hill and Mandaville	C. Nixon	5	1	12	2 60
Grassy's Corners and Smithville Road	R. H. Felker. ..	2	3	4 (Oct. 31, 1900	10 00
Grassy's Corners and Kanbo	W. Newham	1	3	7 (Dec. 31, 1900	9 27
Grassy's Corners and Ry. Station	R. H. Felker	1	6	8 (Dec. 31, 1900	5 33
Gravenhurst and Beg Lake	J. Patterson	11	1	12	57 00
Gravenhurst and Railway Station.	J. McLean		30	10 (to Apr. 30, 1901	520 00
do do	W.G. Meinardus		30	2 (to	87 00
Gravenhurst and Uffington	J. Craig	11	3	12	103 00
Gravenhurst and Walker's Point	P. Campbell..	14	1	Part of 3 months (1900-1901)	13 00
Gravenhurst and West Gravenhurst	G. Hutchinson ..	2	6	2 months (to May 31, 01)	6 52
do do	J. Gray	2	6	3 "	9 78
Gravenhurst and Wilard	N. Ferran	14	12	Part of 3 months (1900-1901) (to Dec. 31, 1900)	57 50
do do	G. Hutchinson	14	12	Part of 3 months 1901	57 50
Green Creek and Blackwater Junction	E. Davis	7	6	12 months	156 00
Green Bay and Honora	L. W. Ferguson	9	2	6 (to Aug. 1, 01)	46 80
Green Bay and Stag Sandah	J. Lane	7	2	12	54 60
Green River and Railway Station	R. Stevenson	14	12	6 (to Dec. 31, 00)	43 68
do do	M. E. Hall	14	12	6 "	43 68
Grenfel and Railway Station. ..	T. Young	1	2	12	15 60
Grimsby and Smithville	J. A. Lawrence	8	12	1 15 (Jan. to Nov. 15 (Jan.	156 00
Grimsby Park and Railway Station	H. E. Andrews	1	24	Part of 3 months (1900-1901)	140 00
Grimsby and Morrison	R. Bowes	2	3	3 (to Apr. 1, 01)	6 24
do do	J. Kerr	2	3	3 (to May 1, 01)	6 24
Guelph and Hanlon	W. Reed	7	6	12	78 00
Guelph and Speedside	J. Cameron.	11	3	12	148 00
Guelph and Street Letter Boxes	J. Cameron	3	18	10 (to Apr. 30, 1901)	78 00
do do	do	3	18	2 "	15 60
Guthrie and Orr's Railway Station	W. Mitchell	1	6	12	14 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Haldane Hill and Novar	W. B. Hopcroft	10	3	12 months	220 00
Hamilton and Kilbride	J. A. Duncan	15½	6	12 "	225 92
Hamilton and Millgrove	J. Foster	7½	6	3 " 21 days to Oct. 21, 1900)	31 64
Hamilton Letter Carrier Service	Hamilton Street Ry. Co			12 "	900 00
Hamilton and Street Letter Boxes	J. Herriman			12 " (less fine	797 99
Hamilton and Ry. Stn. (T. H. & B.)	G. V. Verrad	½	12 & 6	12 "	100 00
do do	Canadian Transfer Co	½	12	8 " (from Nov. 1, '00	42 36
do do (G.T.R.)	do	¼	24	9 " 13 days free	
Hamilton Special service at Xmas	Electric Parcel Delivery			Sept. 18, 1900	78 52
				Special trips	4 25
Hamilton Beach and Ry. Station	J. Hughes	½	12 & 3	12 months	33 84
Hamlet and Severn Bridge	T. Stanton	6½	6	12 "	75 00
Hampton and Solina	B. G. Stevens	2½	6	12 "	95 00
Hanover and Railway Station	W. Wendorf	½	12	12 "	60 00
Hanover and Mulock	C. Wendorf	10½	3	12 "	139 00
Harkaway and Holland Centre	A. C. Rae	8½	2	12 "	106 64
Harrisburg and Troy	J. Cumming	4	6	12 "	128 00
Harrisburg and Weir	P. McLaughlin	2½	3	12 "	40 00
Hatherton and McIntyre	M. Scilly	4½	2	12 "	50 00
Hawkestone and Railway Station	T. Linton	½	6	12 "	31 20
Hekkla and Rossean	A. V. Helgason	6	1	12 "	39 00
Heneward and Railway Station	C. Campbell	4½	6	12 "	72 00
Heron Bay and Railway Station	J. Miller	½	12	12 "	75 00
Hewitt and Railway Station	J. B. Hewitt	½	6	12 "	45 00
Highfield and Mail Catching Post	A. Samson	½	6	12 "	36 00
Hillsdangl and Railway Station	J. Carmichael	½	6	12 "	80 00
Hillsdale and Hobart	C. E. Smith	7	3	12 "	100 00
Hillsdale and Mount St. Louis	J. Coulson	4	3	12 "	75 00
Hoath Head and Owen Sound	J. Fisher	7	2	12 "	90 00
Hockley and Mono Centre	A. Beatty	11	6	12 "	234 00
Holland Centre and Railway Stn	E. Holmes	½	24	12 "	80 00
Holland Landing and Railway Stn.	W. Lock	½	24	12 "	74 88
Holstein and Muirdock	G. Pollock	4	3	9 " (to Mar. 31, '01)	52 50
Holstein and Orchard	J. Mark	4	6	2 " (from May 1, '01)	20 80
Holstein and Neuagh	T. Stephenson	8½	6	10 " to Apl. 30, '01	144 50
do do	E. Dingman	8½	6	3 days (to May 4, '01)	3 00
Holstein and Railway Station	V. Dingle	½	12	12 months	47 83
Honeywood and Railway Station	J. Service, jr.	12	6	12 "	274 00
Honeywood Little Current	W. Graham	13	2	6 " (to Dec. 31, '00	70 99
Honeywood and Rockville	J. Spry	9	1	12 "	35 00
Horham and Nepessing	J. Steele	6	1	12 "	40 00
Hunton and Weston	J. Colhoun	8	6	12 "	175 00
Humber Bay and Railway Station	C. W. Hughes	½	12	12 "	150 00
Humberstone and Railway Station	C. Knell	½	24	12 "	124 80
Huntsville and Peninsula Lake	J. G. Henderson	10	2	12 "	100 00
Huntsville and Railway station	D. Kernaghan		30	9 " (to Mar. 31, '01)	105 30
do do	do	½	30	3 " from	68 75
Huntsville and Ravensclife	H. Whinney	5	2	12 "	65 00
Huntsville and Williamsport	H. N. Gerrard	10	1	12 "	50 00
Hutton House and Port Kent	J. Hutton	2	3	Seas in 1900	13 80
Inglewood and Railway Station	J. M. Scott	½	12	12 months	52 00
Inholmes and Orrville	G. Reid	10	2	12 "	187 00
Innisfil Street	C. Bailey	3	6	12 "	100 00
Irish Lake and Priceville	T. Sullivan	7½	2	6 " (to Dec. 31, '00)	22 50
do do	do	7½	2	6 " from	42 50
Ironbridge and Skaboo	A. Fraser	5	2	10 " (from Sept. 1, '00)	43 33
Ironbridge and Thompson	W. J. Echamell	8	2	12 "	100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Times per Week.	Number of Trips per Week.	Period.	Amount.
						$ c.
Islington and Railway Station	E. S. Musson	1	6	12	12 months	50 00
Ivy and Railway Station	W. Reid	1½	6	12	do	200 00
Jackfish and Railway Station	S. A. Eakins, st.	½	12	12	do	150 00
Jackson and Owen Sound	E. J. Ireton	6	6	9	9 months, 1st May to 31st Jan.	111 00
do do	W. Caswell	6	6	3	3 months, 1st Feb. to 30th April	40 83
Jarvisville and Pontypool	R. Morgan	29	6	12	12 months	300 00
Jarbowog and Railway Station	J. Nelson	1	12	12	do	110 00
Jerseyville and Railway Station	G. W. Bishop	1	6	8	8 days—Dec. 24, 1900	29 89
Jocelyn and Marksville	C. F. Cooper	12	1	9	19 days—Dec. 19, 01 to Apl. 19, 01	63 00
Jocelyn and Richards Landing	W. Kent	14	2	2	11 days—Dec. 11 to Apl. 19, '01	29 82
Jordan and Railway Station	A. S. Moyer	1½	12	12	12 months	95 00
Jordan and Vineland	do	11	6	12	do	75 00
Jordan Harbour and Jordan Station	S. H. Rittenhouse	2	6	12	do	75 00
Judahaven and Port Carling	A. Ennis	14	2	2	Part of season, 1900-1901	70 00
Kattnie and Orange Valley	R. White	6	1	12	12 months	40 00
Kattnie and Railway Station	M. A. Mawhinney	1	6	12	do	96 72
Kearney and Railway Station	R. McConkey	1	12	12	do	93 00
Kelvon and Shelburne	W. T. McKee	9	2	12	do	60 00
Kells and Powassan	H. Anderson	9	1	12	do	60 00
Kelso and Christie's Siding	H. Smith	1	6	12	do	20 00
Kemble and Wolseley	W. G. Vanstone	5	1	12	do	40 00
Kenilworth and Railway Station	D. J. Walker	..	..	..	Special service	7 00
Keswick and Roach's Point	D. Hamilton	3	6	10	10 months—1st Aug. to 30th May, 01	85 00
do do	F. E. Sherman	3	6	2	2 months, 1st June to 31st July	14 84
Kilgorie and Whitefield	M. Lloyd	4	2	12	12 months and 6 extra trips	63 78
Killarney and Little Current	J. Robb	16	3 & 6		Part of season, 1900-01.	105 00
do do	J. A. Cunningham	20	3		Part of season, 1900-1901	105 00
Killean and Railway Station	D. Ferguson	11	6	12	12 months	40 00
Killbear and Pentetang	W. Hobbs	5	2	12	do	30 00
Kilbrennie and Mono Road Station	M. Stevenson	3	3	12	do	30 00
Kilworthy and Mail Catching Post	G. A. Leckman	200 yds	6	12	do	30 00
Kilworthy and Muskoka Lake	N. McLean	8	1	6	6 months, 1st Dec. 31, '00	25 00
do do	J. D. Scott	8	1	6	do	25 00
Kilworthy and Sparrow Lake	A. Wiancko	4	6 & 2	12	do	75 00
Kimmis and Adams Corners	W. Newnham	1	2	4	4 months, 1st Dec. to 31st March, 1901	11 67
King and Railway Station	R. Kennedy		6	12	12 months	80 00
King and Stranger	E. Marshall	1	6	12	do	75 00
King and Vandusen	C. Mills	9	2	12	do	60 00
King's Wharf and Muskoka Corners	S. Hartwell	14	4	11	11 months, 1st June to 30th April, 1901	154 00
Kinmount and Railway Station	G. Trait	1	12	12	12 months	80 00
Kinsley and Warren	J. Wasley	3	1	6	6 months, 1st Dec. 31, '00	15 00
do do	O. Lapointe	3	1	6	do	15 00
Kirkfield and Rohallion	J. McNeil	7	2	12	12 months	80 00
Kirkwood and Railway Station	R. Rowe	17	6	12	do	144 00
Kissenung and Railway Station	J. Cann	1	12	12	do	80 00
Kingscourt and Sparrow Lake	J. Morris	9	2	12	do	60 00
Kolapore and Raosanna	S. A. Wilson	5	3	6	6 months, 1st Sept. to 31st March, 1901	30 00
do do	do	5	6	9	9 months	45 00
Lafontaine and Penetanguishene	J. B. Vasey	8	6	12	12 months	80 00
Laird and McLennan	C. Vesey	4	2	12	do	75 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Lake Charles and Oxenden	R. Tupper	5	3	12 months	94 00
L'Amaroux and Unionville	J. Robinson	22 r.t.	6	9 " (to Mar. 31, '01).	170 25
do do	W. Rudkin	22 r.t.	6	1 " and 21 days (to May 21, 1901)	50 30
Lambton Mills and Railway Station	O. Lamb	¼	18	12 "	135 00
Leaside Junction and Railway Stn	J. H. Lea	300 yds.	12	12 "	12 00
Leaskdale and Railway Station	W. H. Oliver	13	6	12 "	271 00
Lefaives Corners and Mail Catching Post	J. J. Rowat		3	12 "	49 00
Lefroy and Railway Station	J. G. Douse	½	12	12 "	31 20
Lemonville and Stouffville	G. Brownsberger	16 r.t.	6	12 "	149 00
Lesklard and Newcastle	M. Jackson	10	6	3 " (to Sept. 30, '00)	75 00
do do	T. W. Jackson	10	6	9 " from	225 00
Leskard and New Park	R. Miller	4	2	12 "	50 00
Lily Lake and Manitowaning	S. T. Norton	7	1	12 "	50 00
Lindenwood and Presqu'Isle	G. Shaw	5	1	12 "	40 00
Lindsay and Railway Station	W. W. Workman	¼	48	12 "	195 00
Lindsay and Street Letter Boxes	A. D. Mallon	5½	18	12 "	117 00
Lindsay and Wharf	J. E. Carlin	¼	19	Part of season 1900	22 50
do do	A. F. Palin	¼	3	Part of season 1901	7 50
Linton and Railway Station	D. Stewart	13½	6	12 months	280 00
Lisgar and Railway Station	W. J. Marshall	1	6	3 " (to Sept. 30, '00).	21 25
do do	W. B. Chambers	1	6	9 " from	63 75
Lisle and Railway Station	R. H. Little	¼	6	12 "	25 00
Little Britain and Railway Station	J. J. Glass	2	18	12 "	196 00
Little Britain and Valentia	D. J. Sharpe	5½	6	12 "	125 00
Little Current and Massey Railway Station	A. McEachearn	26	6 & 3	Part of seasons 1900-1901	400 00
Little Current and Manitowaning	J. Riddell	21	6	Winter season 1901	145 69
Little Current and Sheguindah	W. Coughill	8	3	Part of seasons 1900-1901	100 00
Little Rapids and Thessalon	A. W. Kerr	4	4	12 months	88 00
Livingstone Creek and Thessalon	A. McKiggan	6	2	12 "	75 00
Lockton and Railway Station	W. C. Birrell	1¼	6	12 "	54 00
Long Branch and Railway Station	A. R. Buckles		12	Part of season 1900-1901	12 00
Longford Mills and Railway Station	W. Thomson		12	12 months	50 00
Lorimer Lake and McKellar	W. C. Ferris	10	1	12 "	50 00
Loring and Stopping Place	J. Kyle	22	3	12 "	280 00
Lorne Park and Railway Station	F. Roper	¼	12	Part of season 1900	9 00
do do	A. Shaver	¼	12	9 months (from Oct. 1, '00)	30 00
Lorneville and Railway Station	S. Cameron	¼	12	12 "	62 40
Lowbanks and Bolton Ditch Cross'g	I. Michener	¼	6	12 "	80 00
Lowville and Milton	W. Griffith	7	6	12 "	199 00
McLennan and Tarbutt Crossing	M. McLennan	4	3	12 "	130 00
McNab and St. Catharines	C. Bogardus	6	6	12 "	125 00
Maeville and Railway Station	A. Hope	¼	6	12 "	60 00
Magnetawan and Spence	J. Lay	7	3	12 "	96 00
Malton and Severn Bridge	T. Whyte	4	2	12 "	60 00
Malton and Mortonville	W. Rollings	22 r.t.	6	9 " (to Mar. 31, '01).	195 00
do do	S. Scales	22 r.t.	6	3 " from	49 75
Malvern and Scarboro' Junction	J. Gibson	22 r.t.	6	10 " 21 d. (to May 21, 1901)	203 73
Manchester and Railway Station	M. F. Fitchett	1¼	12	12 "	70 00
Manilla and Railway Station	S. Harper	1¼	12	3 " (to Sept. 30, '00).	35 88
do do	W. Doidge	1¼	12	6 " (to Mar. 31, '01).	71 76
do do	D. King	1¼	12	3 " from	30 42
Manitowaning and Providence Bay	A. Mitchell	42½	2	12 "	414 28
Manitowaning and Wikwemikong	J. Algeo	6	2	Part of seasons 1900-1901	88 05
Manswood and Railway Station	J. Wooding	¼	6	12 months	50 00
Marvin's Station and Railway Stn	W. Porter	¼	6	12 "	62 50
Maple and Railway Station	J. Craddock	¼	12	12 "	76 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ c.
Maple and Vellore	W. H. Wilson	11	12	12 months	140 00
Maple Lake Station and Star Lake	G. Marryat	2	6	Same as formerly	1 00
Maple Lake Station and Ry. Station	T. J. Belanger	100 yds.	6	3 months, from 1st July to 30th Sept., 1901	8 00
Marden and Railway Station	J. Burns		6	12 months	78 00
Markdale and Railway Station	J. Chapman	1	24	12	156 00
Markdale and Traverston	T. H. Smith	10	3	12	130 00
Markham and Railway Station	W. Mitchell	1	24	3	1 50
do do	do	1	24	9 from	67 50
Markstay and Railway Station	A. S. Lefebvre	200 yds.	12	12	100 00
Marksville and Railway Station	H. A. Dickson	9	6	7	55 00
Markstay and Penn's Bay	A. W. Greene	15	2	12	117 00
Marshville and Railway Station	R. Havner	3	12	6	52 00
do do	do	3	12	6	7 00
Marsville and Railway Station	H. Hunter	3	6	3	24 00
do do	D. McDougall	3	6	3	24 00
Massey Station and Railway Station	W. N. H. Emerson	20 yds.	12	12	74 88
Meadowville and Railway Station	C. W. Switzer		12	12	130 00
Meaford and Owen Sound	G. S. Price	20	12	2	60 00
do do	Beattie & McKenzie	20	12	10	300 00
Meaford and Railway Station	J. Uland		24	12	0 00
Meaford and Wallace Falls	J. Murray	22	3	12	224 00
Meconnens and Rye	W. Hazelwood	4	3	12	80 00
Meganetic and Mail Carrying Post	J. Brown	4	12	12	89 44
Megantic and Mail Carrying Post	I. McKenzie	14	3	11 to May 31, 1901	45 50
Melbourne Cross and Railway Station	H. Scott		6	12	61 00
Metcalfe Station Hartland and Railway Station	Algoma Central	55	6	From commencement to 31 Dec.	143 27
Metcalfe Station, Hartland and Railway Station	Algoma Central Railway Co.	55	3	From 1st January to 31st March	71 63
Midland and Penetang Ry. Station	J. Hales	9	6	12 months	140 00
Midland and Railway Station	W. J. Stephens	1	24	12	140 00
Midland and Vasey	E. D. Rayner	10	3	12	78 00
Middleton and Kingston	J. Russell	8	2	12	52 00
Middleton and Wart	do	14	3	10 days to June 1st, 01	9 00
Millbrook and Mud Pleasant	J. Mclean	8	6	12 months	78 00
Millbrook and Railway Station	W. Vance	1	24	9 to May 31, 1901	11 00
do do	D. Adams	1	24	3 from	13 20
Millbrook and Railway Station	P. C. McDougall	1	3	12	78 00
Milton and Railway Station	T. Bradley	1 1/2	12 x 24	12	140 00
Minnow and Orton	I. Cornell	4	3	12	39 00
Mineral Springs and Ry. Station	W. S. Lee	200 ft.	6	12	39 00
Minesing and Railway Station	A. Rendell, jr.	2	6	12	71 50
Minesing and Rendell	G. Mellon	6	3	12	39 00
Minett and Muskoka	W. D. M. Nesbitt		6	8 Sept. to 30th Nov.	5 00
Missanabie and Railway Station	H. A. Engstrom	70 m.	12	2 months to Aug. 31st	8 00
do do	J. D. McArthur	70 m.	12	10 months	0 00
Mobile and Newstadt	F. J. Wagner	4	3	12	0 00
Moore Centre and Orangeville	J. A. Hewson	20 m.	6	12	0 00
Moore Mills and Railway Station	W. C. Wilson		6	12	140 00
do	do	1	6	12	140 00
Moore Road Station and Ry. Station	J. F. Jones	1	12	12	0 00
Moore Road Station and Newstadt	J. Wagner	2	6	12	0 00
Morrisville, Demorestville and Station	C. Morse	5	3	1 from June 1st to 31st	1 50
Morrisville and Port Rednersville	L. Perry		3	12	0 00
Morse's Falls and Newland	H. Lawrence	2	3	12	0 00
Mossley and Wheatley	C. F. Cameron	7	3	12	39 00
Mortimer's Point and Port Colborne	W. Mortimer		3	Part of year	0 00
Morton Pay and Rowley's Point	N. Morton	11	3		0 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Merrisville and Silver Water	J. B. Graham	5½	1	12 months	39 00
Mosborough and Railway Station	J. I. Hobson	½	12	12 "	60 03
Moulton and Dodge Crossing	A. Hoffman	½	6	12 "	40 00
Mount Albert and Railway Station	P. Steeper	½	12	12 "	56 16
Mount Albert and Sharon	do	7½	6	12 "	170 00
Mount Albion and Railway Station	C. Stewart	2½	6	12 "	96 00
Mount Dennis and Railway Station	G. Marshall	½	6	12 "	30 00
Mount Forest and Orangeville	J. W. Neil			Special service	35 00
Mount Hope and Reaboro	W. Elliott	5	3	12 months	100 00
Mulgrave and Ridgeway	C. J. Bitner	4	3	12 "	78 00
Murphy and Railway Station	J. E. Murphy	½	12	12 "	24 96
Myrtle and Myrtle Station	C. Hartle	½	6	12 "	50 00
Myrtle and Railway Station	D. Ashton	½	12	12 "	44 00
Myrtle Station and Railway Station	W. G. Armour	½	6	12 "	31 20
Nairn Centre and Railway Station	J. B. Hammond	½	6	6 " (to Dec. 31, '00)	62 50
do do	do	½	12	6 " from "	107 08
Nantye and Mail Changing Post	S. Spillett	½	6	12 "	60 00
Nepigon and Railway Station	J. Cowie	½	6	9 " (to Mar. 31, '01)	58 50
do do	J. Christie	½	6	3 " from "	19 50
Netherby and Railway Station	J. Bauer	½	6	12 "	80 00
Neustadt and Railway Station	A. Dunemann	½	12	12 "	93 60
Newcastle and Orono	M. Jackson	5	6	6 " (to Dec. 31, '00)	77 50
do do	T. W. Jackson	5	6	6 " from "	77 50
New Lowell and Railway Station	A. H. Carter	½	12	24 12 "	40 05
Newmarket and Metropolitan Electric Railway Station	T. Somerville	½	24	12 "	312 00
Newmarket and Pine Orchard	do	4½	3	12 "	89 60
Newmarket and Railway Station	do	½	24	12 "	114 00
Newmarket and Sutton West	R. D. Morton	22	6	12 "	588 00
New Toronto and Railway Station	C. Lynn	1½	12	9 " (to Mar. 31, '01)	66 00
do do	J. Twoomey	1½	12	3 " from "	25 00
Niagara and Niagara Falls	G. Gray	15	6	12 "	300 00
Niagara and Railway Station	R. Warren	½	12	12 "	60 00
do do	do	½	12	Part of seasons 1900-1901	20 00
Niagara and St. Catharines	R. J. Allen	12	6	12 months	197 60
do do	do	12	6	Part of seasons 1900-1901	225 00
Niagara Falls and Queenston Wharf	G. Gray	8	6	Season 1900	75 00
Niagara Falls and Railway Station	W. W. Woodruff	½	12	12 months	52 00
do do do	do	½	6	Part of seasons 1900-1901	8 67
Niagara Falls and Suspension Bridge	do	½	6	12 months	84 00
Nipissing and Powassan	W. J. Armstrong	10	3	12 "	158 00
North Keppel and Owen Sound	J. Beattie	21	6	12 "	650 00
Norval and Railway Station	J. Hewson	1½	6	12 "	100 00
Notre Dame de Lac and Vernet	J. B. Lacrimesse	9	1	3 " (from Apr. 1, '01)	20 00
Nottawa and Railway Station	L. H. Currie	½	12	12 "	100 00
Nottawa and Rob Roy	T. S. Freethy	10	3	12 "	143 00
Novar and Railway Station	G. W. Savage (Surety)	½	12	3 " (to Sept. 30, '00)	15 60
do do	L. Constantine	½	12	12 "	46 80
Novar and Swindon	O.T. Hezzelwood	5	2	6 " (to Dec. 31, '00)	32 50
do do	W. Savage	5	2	6 " from "	32 50
Oakville and Trafalgar	E. Hillman	4	6	9 " (to Mar. 31, '01)	45 00
do do	do	4	6	3 " from "	25 00
Oakwood and Glen Orchard	W.H. McLaughlin	1½	18	12 "	159 12
Orono and Railway Station	D. N. Minns	1½	24	12 "	199 68

APPENDIX B—*Continued.*

Detail of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in miles.	Number of Trips per week.	Period.	Amount.
					$ cts.
Ogden and Potdar Dale	W. Coward	5	1 12	12 months	52 00
Ogden and Rydal Bank	W. Hill, sen	4½	1 12	do	78 00
Orangeville and Railway Station	J. Huston	1	12 6	to Dec. 31, 60	79 67
Orangeville and Street Letter Box	do	1	12 6	do	10 00
Orangeville, Railway Station and Street Letter Box	J. Henry	1 & ½	24 & 12 6	from	125 00
Orangeville and The Maples	W. Dodrick	5	2 12	do	88 00
Orellia and Railway Station	N. Lines	1	18 12	and extra trips	176 00
Orellia and Rugby	W. M. Horne	7	6 2	to May 31, 61	129 00
do do	N. Greenlaw	7	6 3	from	34 75
Orellia and Sebright	R. R. Young	17½	6 12	do	87 00
Orellia and Street Letter Boxes	W. Jackson	3	18 3	to Sept. 30, 60	37 50
do do	W. L. Jackson	3	18 9	from	112 50
Otto Station and Railway Station	W. Mitchell	1	12 3	to Sept. 30, 60	20 00
do do	do	1	6 9	from	30 00
Ottawa and Railway Station	J. McKenzie		Special service		3 00
Otterville and Railway Station	W. J. Reid	1	12 12	months	124 80
Otto and Railway Station	W. Mooney	1	12 12	do	18 05
Owasco and Raglan	W. R. Dodds	23 r. t.	6 12	do	248 00
Owasco and Railway Station	R. C. Carter	1	6 12	do	40 00
Owasco and Street Letter Boxes	do	1	12 12	do	74 00
Owen Sound and Railway Station	J. D. Stoddart	1 & ½	24 & 18 12	do	307 45
Owen Sound and Street Letter Boxes	W. Bridget	2	18 12	do	142 20
Owen Sound and Toro.	J. E. Grant	22½	6 12	do	164 00
Owendale and Wheatley	J. H. Trout	3	6 3	to Sept. 30, 60	20 00
do do	W. Gilbert	3	6 9	from	75 00
Palermo and Railway Station	C. Sargent	3	12 12	do	225 00
Parkesville and Mail Changing Post	W. Parker	1	6 12	do	37 31
Parry Sound and Railway Station	J. Montgomery	2	12 12	do	249 60
Parry Sound and Spence Island	W. R. Hamilton	14	1 9	to May 31, 61	7 00
do do	M. Hamilton	14	1 3	from	3 50
Peavedy and Sandridge	J. C. Milsap	8	1 12	do	16 00
Pelham Union and Fenwick	H. N. Coste	3	3 12	do	60 00
Pemberton Station and Railway Station	H. Pearce	1	24 9	to May 31, 60	87 54
do do	J. H. Pearce	1	24 3	from	29 25
Penville and Tottenham	T. Bruce	19½ r. t.	6 9	and 24 trips from April 21, 61	126 00
do do	R. Cornell	19½ r. t.	6 2	and 24 trips from April 21, 61	31 75
Penn and Railway Station	J. J. Morrow	7½	6 9	to May 31, 61	88 00
Perry, Everett and Railway Station	J. Armstrong	6 & ½	6 & 18 3	from May 1, 60	87 00
Peterson and Sandridge	W. Wilson	8	2 9	from Oct. 1, 60	17 00
Phelpston and Railway Station	R. Scrivens	1	6 12	do	24 00
Pine Grove and Woodbridge	J. G. Eastick	1	6 12	do	24 00
Pontypool and Railway Station	T. Stanton	1	18 12	do	186 00
Port Credit and Maple Lake Station	J. Scott	1	6 Daily	and Omnibus	78 00
Port Cockburn and Trout Lake	R. Lemmon	3	2 12	do	24 00
Port Colborne and Railway Station	D. Stevens	1	36 12	do	135 00
Port Credit and Railway Station	R. Johnson	20 m.	12 12	do	240 00
Port Credit and Railway Station	J. J. Hamilton	1	6 12	do	24 00
Port Dalhousie and Railway Station	F. W. Smith	1	36 12	do	135 00
Port Hope and Railway Station (G.T.R.)	H. Chase	1	6 12	do	24 00
Port Hope and Railway Station (Midland)	W. & C. A. Smith	1	36 12	do	135 00
Port Hope and Street Letter Boxes	T. Rowe	2	18 12	do	111 00
Port Maitland and Railway Station	H. Smith	3	6 12	do	124 80
Port Perry and Railway Station	W. Johnson	1	6 12	do	24 00
Port Perry and Scugog	J. Johnson	7	2 12	do	40 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Port Perry and Shirley	J. H. Espin ..	5	2	12 months	70 00
Port Robinson and Railway Station	C. B. Bennett ..	¼	24	12 "	125 00
Port Severn and Waubaushene	J. Cheetham..	5	3	12 "	138 84
Port Sydney and Railway Station..	H. G. Ladell..	2½	12	12 "	234 72
Port Whitby and Railway Station	C. Fox..	¼	12	12 "	25 00
Powassan and Railway Station	A. H. Porter ..	¼	12	12 "	93 60
Powassan and Stone	F. W. Mechefske	7½	1	4 " and 14 days (from Feb. 15, '01) ..	10 00
Powles Corners and Railway Stn ..	W. H. Powles .	1	16	12 "	74 88
Priceville and Railway Station.. .	D. G. McLean .	4	6	12 "	89 73
Primrose and Wheatfield	J. Bailey	4½	6	12 "	98 00
Prince Albert and Railway Station.	C. Fallis	¼	12	12 "	80 00
Proton Station and Railway Station	F. Freeman....	2	12	12 "	75 00
Proton Station and Wareham.	J. T. Haney ...	9½	3	6 " (to Dec. 31, '00)..	78 00
do do	J. Roome.. . .	9½	3	6 " from .	78 00
Providence Bay and Spring Bay .	B. Bock...	6½	1	12 "	40 00
Purbrook and Uffington	J. Crockford..	6	2	12 "	64 00
Pushinch and Railway Station..	J. A. Macdonald	¼	12	12 "	39 93
Queensville and Ravenshoe	J. J. Fenton ...	6	6	12 "	110 00
Rama and Railway Station...	J. McPherson ..	1½	6	12 "	80 00
Ravenshoe and Railway Station	W. Linstead ...	4	6	12 "	150 00
Ravensworth and Railway Station..	J. M. Garroch.	100 yds	12	12 "	15 60
Rayside Station and Railway Station	Z. Reginbal.. .	200 yds.	6	12 "	125 00
Realton and Railway Station .	J. Green	¼	12	12 "	70 00
Renforth and Scarboro.	A. Smith... ..	2	6	12 "	55 00
Richards Landing and Railway Stn.	J. W. Heacock.	9	6	6 " and 22 days from Dec. 10, '00) ..	283 00
Richards Landing and Sea Gull ...	T. Williams .	6	1	9 " and 19 days to April 19, '01	32 08
Ridgeway and Railway Station	P. W. Anthony	¼	12	12 "	68 00
River Valley and Verner	D. W. St. Elo.	12	1	11 " to May 31, '01)..	47 67
Riverview and Railway Station	J. Laing... ...	¾	6	12 "	120 00
Roach's Point and Lefroy Ry. Stn	R. Colgan	3	6	Season 1900.	52 50
Robinhurst Yeomil .	E. Binstead .	2½	3	12 months.	62 40
Rock Hill and Seguin Falls	D. A. Campbell	12	3	12 "	200 00
Rockside and Terra Cotta	G. Davidson	3½	2	12 "	52 00
Rosebank and Silverdale Station..	L. W. Lampman	2½	6	4 " and 12 days (to Nov. 12, '00)	18 33
do do	C. McKay.	2½	6	3 " (from April 1, '01	19 75
Rosemont and Shelburne	P. Aness .	12	6	12 "	295 00
Rosemont and Sheldon	T. J. Anderson.	3½	6	9 " to Mar. 31, '01)	53 61
do do	do .	3½	6	3 from	25 00
Rosseau and Maple Lake Station.	J. Harvie .	12	6	12 "	390 00
Rosseau and Rosseau Falls	P. Meatchen reader	1	3	Part of seasons 1900-01..	36 00
Rosseau and Shoreacre Hall	C. Kellington.	12½	1	12 months.	78 00
Rosseau and Stanley House	W. F. Maclean..	8	1	Part of seasons 1900-01..	28 50
Rossport and Railway Station.	J. Y. Nicol....	50 yds.	12	12 months.	50 00
Roundwood and Sault Ste. Marie	W. Dwyer .	7	1	12 "	52 00
Rowanwood and Spruce Isle	J. H. Westwick.	9½	3	7 " and 10 days (to Feb. 10, 01)	68 75
Rockview and Terra Nova	J. W. Walker	2½	3	12 "	40 00
St. Annes and Railway Station.	J. M. Snyder. .	¼	12	8 " (from Nov. 1, '00)	33 33
St. Annes and Smithville Railway Station.	J. Snyder.	3	6	8 "	66 66
St. Annes and Welland Port	W. Cavers .	6	12	8 "	243 33

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	Number of Trips per Week.	Period.	Amount.
					$ cts.
St. Catharines and Railway Station	D. Walker	1	24	12 months	24 00
St. Catharines and Street Letter Boxes	M. Ireson	15	24	12	25 00
St. Patrick and Mail Catching Post	O. Pilon	3	3	12	30 00
Salem and Sebright	H. Matheson	3	2	12	10 00
Sault Ste. Marie and Railway Station	A. Stephen	4	13	12	130 04
Sault Ste. Marie and Street Letter Boxes	W. Hussey	1	6	12	108 00
Saxton and Mail Catching Post	T. McGrath	4	12	12	20 00
Seaforth Junction and Woburn	J. Gibson	22 l. t.	6	1	and 104 days from May 22, 91
Schreiber and Railway Station	J. E. Walker	200 yds	12	12	100 00
Scotch Block and Railway Crossing	W. Hampstead	1	6	12	60 00
Scotia and Mail Catching Post	E. E. Clearwater	1	6	12	78 00
Seagraves and Railway Station	E. Johnson	1	6	12	60 00
Seguin Falls and Railway Station	R. Fry	30 yds	12	12	5 00
Seguin Bridge and Railway Station	J. H. Jackson	1	24	12	120 00
Sandflow Lake and Railway Station	H. F. McDonald	1	12	12	24 24
Shanty Bay and Railway Station	C. G. Arthur	1	12	12	78 00
Shelburne and Railway Station	O. Rands	1	24	12	8 64
Sheridan and Railway Station	W. H. Falconer	8	6	12	132 28
Sherkston and Railway Station	G. Zavitz	100 ft	12	12	20 00
Sibbald and Uxbridge	J. Imrie	16 l. t.	3	12	32 48
Silcott and Tintern	J. Romp	3	3	9	to May 31, 91 4 00
Silverdale Station and Ry. Station	E. A. McPherson	150 yds	6	8	from Nov. 1, 90 16 00
Smithdale and Railway Station	D. Smith	1	6	12	24 00
Smithville and Railway Station	J. B. Brant	1	12	12	70 00
Smithville and Welland Post	W. Caseys	9	6	1	to Oct. 31, 90 10 00
Smoky Falls and Sturgeon Falls	A. Peno	8	1	12	40 00
Snider's Corners and Trafalgar	R. Snider	4	3	12	100 00
Snowville and Tehkummah	J. Hutchison	9	2	4	from May 1, 91 16 00
Snyder and Stevensville Ry. Station	J. J. Willick	1	6	12	8 00
Solva and Railway Station	A. Brock	1	6	12	7 00
South Bay Mouth and Tehkummah	W. Newman	12	1	12	50 00
South River and Railway Station	E. Holmes	2	12	12	6 00
South River and Watterworth	J. Mason	18	3	12	9 00
Sowerby and Railway Station	W. Hurst	1	3	12	14 00
Spanish River Station and Ry. Sta	W. W. Grant	1	12	12	300 00
Sprague and Railway Station	W. D. Lawson	1	12	12	24 00
Spreadeagle and Railway Station	W. Perrin	70 yds	12	12	4 00
Stanleyvale and Uptergrove	A. Taylor	10	3	12	19 00
Stanleyville and Yeagers	J. Merkley	2	6	12	4 00
Stayner and Railway Station	C. A. Sanderson	1	24	12	100 00
Stayner and Sunnidale	A. McNabb	20	3	12	130 00
Stevenville and Railway Station	J. D. Gilmour	1	12	12	60 00
Stirling Falls and Mail Catching Post	G. L. Reid	6	3	12	12 00
Stobie Mine and Railway	D. McNaughton	1	6	12	6 00
Stony Creek and Waubaushene	M. Nash	Boat	6	12	60 00
Strathcona and Railway Station	M. F. Morrison	1	30	12	30 00
Strathcona, Railway Station and Junction	J. R. Maxwell	1	18	12	54 00
Strood and Railway Station	R. C. McCann	1	12	12	24 00
Sturgeon Bay and Railway Station	J. Payne	1	12	12	24 00
Sturgeon Falls and Railway Station	J. Lafferty	1	24	12	96 00
Sudbury and Railway Station	N. Bayle	1	24	12	104 00
Summerhaven and Railway Station	W. O'Brien	6	6	12	72 00
Sunderland and Railway Station	W. H. Oliver	1	24	12	24 00
Sundridge and Railway Station	J. Lucas	1	1	12	6 00
Sundridge and Vankoughnet	M. Hartley	12	1	12	24 00
Superstream Bridge Piers	T. Reynolds			12	15 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor	Distance in Miles.	No. of Trips per Week.		Period.	Amount.
						$ cts.
Sutton West and Railway Station..	A. Millard . . .	1	12	12	months	56 32
Sutton West and Vachell.....	F. Daley.....	4	6	6	" to Dec. 31, '00	39 00
Temperanceville and Ry. Station	J. Fisher.....	6½	6	10	" to April 30, '01	203 33
do do do	J. W. Legge .	6½	6	2	" from " .	33 33
Terra Cotta and Railway Station	I. Harber.	1	6	12	"	39 00
Thessalon and Railway Station	D. J. Sandy....	3	12	12	"	99 84
Thessalon and Wharncliffe	E. Ansley	19½	1	12	"	125 00
Thompson and Railway Station..	R. Tyner .	30 ft.	6	12	"	30 00
Thompsonville and Railway Station	J. T. Schmieten dorf....	1	12	12	"	119 00
Thornton and Railway Station...	W. H. Martin .	1	18	12	"	72 22
Thorold and Railway Station.....	P. R. Warner .	1	24	12	"	199 85
Tioga and Railway Station.	A. Lemon .	1	12	12	"	43 68
Toronto and Railway Stations....	G. W. Verral...	1	146	12	" and extra trips	1,526 90
Toronto and Sorting Room at Union Station.....	A. Bailie....	1	1	12	"	13 00
Toronto Letter Carriers' Service....	The Toronto Railway Co.	. .	12		"	4,848 00
Toronto Transfer Mail and Union Station.	G. T. Ry. Co. .	. .	12		"	187 20
Toronto and Branch Offices.	J. Bilton .	. .	12		" (less fine).. .	2,488 00
Toronto Union Station and Metropolitan Electric Railway Station	G. W. Verral. .	2	24	12	"	436 80
Toronto Junction and Railway Station	H. Brown . . .	½	36	12	"	156 00
Toronto Junction, Carleton and Rice Avenue Railway Station	do.	1	18	12	"	99 84
Toronto Junction and Toronto .	G. W. Verral...	5	1	12	"	24 00
Tottenham and Railway Station.	S. Moore .	1	24	12	"	49 00
Trinity and Railway Station.	G. W. Bishop.	6	6	12	"	156 48
Trout Creek and Railway Station	J. Corkery....	½	12	12	"	62 40
Trout Creek and Stopping Place.	W. O. Shaughnessy.....	20	3	12	"	345 00
Turriff Station and Bancroft.....	J. Meades.				Special service . . .	5 00
Uffington and Railway Station.	J. Lyons . . .	. .	12	12	months . . .	96 72
Ullswater and Railway Station.	N. Hanes. . . .	11	3	12	"	130 65
Unionville and Railway Station....	G. H. Neville..	½	24	12	"	196 50
Uphill and Victoria Road.....	M. McDonald	24 & 27	6 & 3	9	" Mar. 31, 1901	250 65
do do	W. Muir.....	24 & 27	6 & 3	3	" from " .	93 75
Uptergrove and Railway Station.	J. Nongrain	. .	12	6	" to Dec. 31, 1900	25 00
do do do	W. J. Hacken	. .	12	6	" from " .	25 00
Urban and Railway Station.	J. McPherson	6	6	12	"	134 00
Utopia and Railway Station.	P. Cramer .	. .	12	12	"	87 36
Uxbridge and Railway Station....	T. W. Heard..	. .	24	12	"	80 00
Uxbridge and Victoria Corners	J. H. Wragg .	7	3	12	"	106 84
Vaness and Railway Station.	C. Cockil .	. .	12	12	"	63 24
Vernot and Railway Station.....	C. G. Grimmett	. .	24	12	"	175 00
Victoria Harbour and Railway Station	M. Vasey.	½	24	12	"	124 80
Victoria Mines and Mail Carriage Post.....	P. J. Mahoney	1	12	12	"	1 00
Vine and Mail Carriage	T. P. Kelley ..	1	12	12	"	56 16
Vineyard and Railway Station.	J. E. Lane .	1	6	7	" 25 days from Nov. 6, 1900.	16 30
Vivian and Railway Station.	G. W. McCoy	4	12	12	"	89 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Toronto Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor	Distance in miles.	Number of times per week.	Hours.	Period.	Amount.
						$ cts.
Walsingham and Railway Station	E. Oliver	1	24	10	from (to Aug. 30, 1901)	18 75
do do	S. Ferris		24	2	from	3 75
Waldemar and Railway Station	R. Jenkins		12	12		100 00
Walkerton and Railway Station	A. G. Walkerton	1	6	12		75 00
Warren and Railway Station	H. Irwin	100 yds.	12	2		18 00
Waterdown and Railway Station	I. C. Marshall		12	12		100 00
Waterdown and Railway Station	G. F. Green	3	12	12		100 00
Waubaushene and Penetanguishene R.M.S.	H. Neely	14	2	12		75 00
Waubaushene and Railway Station	W. H. F. Russell	1	24	12		9 00
Waverley and Railway Station	W. Drinkell	9	6	12		184 95
Webbwood and Railway Station	T. Connor	300 yds.	12	12		24 00
Welland and Railway Station (C. S.)	J. McQueen	1	12	12		75 00
do do (C. P.)	O. H. Garner		24	2		12 00
do do (T. H. & B.)	J. McQueen	1	12 & 24	12		150 00
Welland and Street Letter Boxes	do	1	18	12		81 00
Welland and Welland Port	J. C. Ball	16	6	1	10 days (to Nov. 10, 1900)	12 50
Westerville and Railway Station	W. Thorndyke	1	6	12		9 00
Weston Street Letter Box and Railway Station	A. Harvey	250 yds.	18	12		10 00
Whitby and Railway Station (G. T.	W. Newport	1	6	12		75 00
do do (W. & P. P.)	J. Scott		12	12		56 16
Whitefish and Railway Station	J. D. Gemmell	1	6	12		40 00
Whitehall and Railway Station	W. A. White	1	18	12		87 30
White River and Railway Station	W. H. McDougall	1	12	12		100 00
Woodbridge and Railway Station	T. Ratkin	1	24	12		75 00
Woodstock and Railway Station	R. Ross	1	24	9	(to May 31, 1901)	31 45
do do	J. Gordon		24	3	from	27 83
Worthington and Railway Station	J. Dwyer		12	12		67 50
Wyebridge and Railway Station	S. Cressman	5	6	12		12 00
Wyevale and Railway Station	W. T. Sproat	1	6	12		18 75
						$111,629 75
Zephyr and Railway Station	M. E. Clarke	3	6	12		18 75
Zimmerman and Railway Station	D. Wilkins	9	6	12		49 00

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Continued.*

VANCOUVER POSTAL DIVISION.

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, made within the Year ended June 30, 1901.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Abbottsford and Otter	B. Norman.	11	2	12 months.	124 00
Abbottsford and Peardonville	R. Reardon	7	1 12	"	60 00
Abbottsford and Railway Station	F. Munroe	50 yds.	12 12	"	40 00
Abbottsford and Upper Sumas	A. Boley	5	3 12	"	120 00
Agassiz and Railway Station	H. White	100 yds	14 12	"	60 00
Ainsworth and Wharf	J. Henry	¼	12 12	"	120 00
Albert Canyon and Railway Station	A. Maroney	¼	14 12	"	60 00
Alexandria and Kersley	Kilgour & Miller	20	1 4	" (to Oct. 31, 1900)	100 00
do do	do	20	1 1	" 17 d. (from May 15, 1901	37 50
Anaconda and Greenwood	L. A. Smith	1	6 8	" 17 d. (from Oct. 15, 1900)	42 50
Argenta and Howser	A. Carney	12	1 12	"	260 00
Argenta and Wharf	G. Crawford	300 yds	2 12	"	29 00
Armstrong and Falkland	W. Bell	21	1 1	" (from June 1, '01)	12 50
Armstrong and Hullear	D. Crane	14	1 1	"	6 25
Armstrong and Railway Station	J. M. Wright	50 yds.	as req. 12	"	60 00
Arrowhead and Ferguson	T. Beech	33	2 3	" 6 d. (to April 14, 1901) termination of contract	435 00
Arrowhead, Railway Station and Wharf	G. I. Newman	¼ & ¾	14 12	"	120 00
Arrowhead and Thomson's Landing (via Comaplex)	The Fred Robinson Lumber Co. (Ltd.)	16	3 6	" 7 d. (to Jan. 7, 1901)	162 00
Arrowhead and Thomson's Landing (steamer)	do	¾	6 6	"	54 00
do do	do	¼	6 2	" 16 d. (from April 15, 1901)	20 00
Arrowhead and Comaplex	do	¼	3 2	"	132 00
Ashcroft, Clinton and Barkerville &c	Kilgour & Miller	32, 63 & 255	varies frequencies 12	"	23,250 00
Ashcroft and Railway Station	J. C. Shields	200 yds	14 12	"	180 00
Balfour and Wharf	J. W. Gallup	100 yds.	as req. 12	"	24 00
Beaver and Railway Station	F. Stalker	300 yds	14 12	"	100 00
Beaverton and West Bridge	F. C. Boles	25	1 8	" from Nov. 1, '00	175 00
Bella Coola and Hagensborg	H. F. Christenson	10	1 12	"	40 00
Boundary Falls and Railway Station	T. Wake	50 yds	12 12	"	8 50
Bruce's Landing and Mail Steamer	R. N. Dundas	300 yds	2 12	"	13 00
Burton and Steamer Landing	D. A. McPhee	¼	3 1	" (to July 31, 1900)	10 00
do do	F. J. Redmond	¼	3 11	" from "	110 00
Cadwallader and Lillooet	F. H. Brett	70	mthly 12	"	354 00
Camp McKinney and Midway	R. Meyerhoff	30	3 9	" (from Oct. 1, 1900)	750 00
Camp McKinney and Penticton	E. S. Hall	56	3 9	" "	1,380 00
Camp McKinney and Stolley	R. G. Stolley	10	3 12	" "	360 00
Cascade and English Point	F. Asperx	10	2 2	" to Aug. 31, 1900	37 50

Fortnightly, summer; monthly, winter.

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Miles.	Trips per week.	Period.	Amount.
					$ cts.
Cascade and Railway Station	A. Thompson		12 12		24 96
Cedar Cove and Mail Catching Post	W. Strachan...	150 yds.	12 12		6 00
Central Park and Railway Station	W. M. Steele	400 yds	12 12		31 04
Chilliwack and Railway Station	T. F. Harrison	6	7 9	(to May 31, '01)	57 92
do do	Harrison & Morrison	6	7 3	(from	24 75
Chilliwack and Rosedale	A. H. Morrow	7	3 12		14 04
Cloverdale and Surrey	J. A. Macdonald	6	6 12		36 00
Clayton and Railway Station	C. C. Cameron..		4 12		19 20
Cloverdale and Upper Valley	R. D. Mackenzie	1	2 12		4 32
Cloverdale and Hazelle	S. J. Wade	7	3 12		14 52
Cloverdale and Railway Station ...	J. H. Steele	500 yds	12 12		46 08
Colquhoun and Nelson Wash	G. W. Williams		3 12		10 00
Colquhoun and Western Camp	J. L. Martin....	12	1 12		18 00
Coquitlam and Railway Station...	J. Rowland	50 yds	11 & 6 12		46 08
Coquitlam and Maccaulay Lake	L. Quinsolez ..	18	1½ 12		20 00
Craigflower and Mail Catching Post	S. Loftus.	140 yds	3 & 6 12		1 30
Craigmyle and Railway Stations	R. E. Bentley		6 & 12 12		31 00
Cranbrook and St. Eugene Mission	N. Cosmos ..	6	1 12		7 80
Creighton Valley and Lumby	W. H. Phillips	5	1 12		6 00
Creston and Railway Station	E. G. Little.		3 12		18 00
Crows Nest and Railway Station.	A. Good.....	1	3 12	and intermed.	34 16
Deadwood and Greenwood	J. Hannah.	5	6 11	(from Aug. 1, '00)	27 00
Deer Park and Wharf	G. A. Jackson		3 12		6 00
Delta and Ladner	J. Wagner	7	2 12		10 00
Denman and Mail Catching Post.	S. B. Campbell	50 yds	3 12		6 00
Donelda and Nanaimo	A. Richards	4	3 12		4 80
Dewdney and Hatzic Prairie.	G. Rawlings		2 3	(from Apr. 1, '01)	3 00
Douglas and Mail Catching Post...	J. Barker.	3	14 12		10 00
Dog Creek and Grang Ranch..	J. D. Pinchbeck	12	2 12		24 00
Donald and Railway Station. ...	R. D. Davis	100 yds	14 12		50 00
Douglas Lake and Quilchena.	J. E. Guichon	22	1 12		14 00
East End Branch and Vancouver	H. J. Lewis	1	6 12		72 00
Eagle and Railway Station	G. A. Rendell..	400 yds	12 12		43 20
Edgett and Sumas	A. Mackie	21	6 3	(to Sept. 30, '00)	22 50
do do	C. Bentzer	2	6 3	(to Dec. 31, '00	5 00
do do	J. L. Jarrell	21	6 6	(from	7 00
Elko and Phillips	J. A. Fenwick	2	1 8	(to Dec. 28, '00)	3 17
do do	A. E. Ingham..	23	1 4	do	3 83
Elko and Railway Station	D. E. Hall	2 to 14	3 12		43 20
Enderby and Hullcar	D. Cleave	8	2 3	(to May 31, '01)	7 20
Enderby and Railway Station..	O. Hanson	400 yds	12	(to May 31, '01)	7 20
do do	H. W. Hall	200 yds	3	from	1 80
Enderby and Spallumcheen	E. J. Oliver	6	2	(to Nov. 30, '01 terminating	7 20
Epsom and Mount Pleasant	J. Jessop	2	1 12		4 56
Errington and Railway Station.	J. R. Hayes	300 yds	12 12		36 00
Fairview and Okanagan Falls	R. S. Hall	4	1	(from Sept. 28, '00)	3
Fairview and Oroville		15	1 52	(from Dec. 1, '00)	11
Fairview and Similkameen		6	2	(to Aug. 31, '01)	11
Fauquier and Grande Prairie	W. Lee	14	1 12		18 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Fergusen and Thomson's Landing (via Trout Lake)	Craig & Hillman	17	3	6 mos. and 7 days (to Jan. 7, '01).	574 00
do do	do	17	3	2 " and 16 days (from Apr. 15, '01)...	231 00
Ferne and Railway Station	H. J. Johnson..	1	12	12 "	250 00
Field and Railway Station	C. Wyckoff	200 yds	14	12 "	160 00
Fife and Railway Station	T. Price	35 yds	6	11 " (from Aug. 1, '00)	45 83
Fire Valley and Mud Station	J. Boggs	4	1	12 "	100 00
Fort Steele and Fort Steele Junction	Geary & Doyle	8	12	12 "	416 00
Fort Steele and Wardner	G. Geary	75	1	12 "	1,513 00
Gladstone and Railway Station	C. E. Grant	1	6	12 "	104 00
Glenemma and Hedley	K. Sweet	12	1	10 " (to May 31, '01)	82 50
Glenwood and Langley Prairie	J. P. Smith	4	1	12 "	65 00
Golden and Railway Station	C. A. Warren	400 yds	14	12 "	150 00
Golden and Windermere	R. A. Knapton	85	1	12 "	1,850 00
Grand Prairie and Maple Creek	A. W. Duck	21	2	9 " (to Mar. 31, '01)	144 75
do do	A. J. Blackburn	21	2	3 " from "	48 25
Grand Forks Columbia and Railway Station	E. C. Henneman	1	as req.	12 " (less time)	623 00
Greenwood and Midway	R. Meyerhoff	9	3	1 " and 14 days (to Oct. 14, '00)	76 00
Greenwood and Penticton	W. J. Snodgrass	88	3	2 " (to Aug. 31, '00).	760 00
Greenwood and Phoenix	C. P. Murphy	5	6	11 " and 14 days (to June 14, '01)..	299 25
Greenwood and Railway Station	E. Galloway	1	12	1 " and 15 days (to Aug. 15, '00	31 50
do do	Cameron Bros...	1	12	10 " and 16 days (from Aug. 15, '00..	325 50
Halcyon Hot Springs and Mail Steamer	C. McNaught...	500 yds	14	12 "	25 00
Hall and Railway Station	D. E. McCuaig	1	12	6 " (to Dec. 31, '00).	25 00
do do	D. R. Morrison	1	12	6 " from "	25 00
Hall's Prairie and Railway Station	D. W. Brown	1¼	4	12 "	120 00
Harrison Hot Springs and Railway Station	F. Huff	5	12s 6w	3 " (to Sept. 30, '00).	50 00
do do	J. C. Armstrong	5	12s 6w	9 " from "	150 00
Harrison River and Railway Station	C. W. Menton	1	6	2 " (to Aug. 31, '00).	10 00
do do	do	1	12	10 " from "	50 00
Hatzic and Hatzic Prairie	G. Rondeau	5	2	9 " (to Mar. 31, '01)	90 00
Hatzic and Mail Catching Post	P. E. Loverday	60 yds	14	12 "	60 00
Hazelmere and Railway Station	H. T. Tamte	1	4	12 "	60 00
Hedley and Port Essington	R. S. Sargent	180	1	trip	15 00
Hope and Railway Station	T. Alvarez	2	6	12 months	156 00
Hope Station and Railway Station	W. Manley	40 yds	14	5 " (from Feb. 1, '01.)	10 41
Huntingdon and Railway Station	M. McGillivray	1	12	12 "	75 00
Illecillewaet and Railway Station	A. L. Stewart	1	14	12 "	50 00
Jackman and Lumby	N. Graham	21	1	3 " (to Nov. 30, '00.	32 50
do do	do	2	1	7 " from "	91 00
Kamloops and Louis Creek	T. A. Noble	40	f'tly s. m'ly w	12 "	150 00
Kamloops and Railway Station	N. McPhee	1	14	12 "	294 00
Kamloops and Spencer's Bridge	J. Clark	108	1	12 "	1,100 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor				Period	Amount
						$ cts.
Kaslo and Arrow Steamer Wharf	P. McGregor	300 yds	2	12	months	25 00
Kaslo and Steamer Landing	S. H. Green	4	12	12		100 00
Keefers and Railway Station	J. Hannah	1.0 yds	14	12		10 00
Keremeos and Vernon	C. L. Thompson	40	3	9	1st May to 31 Dec	120 00
do do	W. Scott	40	3	3	from	90 00
Kilowna and Wharf	E. R. Bailey	100 yds	6	12		100 00
Keremeos and Postoffice	J. Manery	25	1	12		100 00
Kincolith and Railway Station	A. Archibald	350 yds	6	12		300 00
Kitchener and Railway Station	A. Greenham	300 yds	6	1	to 31 July	50 00
do do	K. Matheson	200 yds	6	11	from	250 00
Knob and Mail Catching Post	J. A. Carlow	100 yds	7	12		70 00
Koskemook and Steamer Wharf	C. Wright	100 yds	12	12		120 00
Langley and Langley Prairie	Coulter & Berry	6	3	12		900 00
Langley and Railway Station	John Taylor	3	6	12		100 00
Lardo and Wharf	C. McDonald	30 yds	2	12		11 00
Lillooet and Lytton	Cameron & Hudson	47	2	11	from Aug 1, 00	641 66
Lillooet and Pemberton Meadows	R. H. Brent	60	1 trips weekly	12		345 00
Lumley and Vernon	E. L. Morand	16	3	3	to Sept 30, 00	61 75
do do	J. Gomez	16	3	9	from	185 20
Lytton and Railway Station	J. H. Anthony	4	11	12		17 00
Mamlet Hill and Sumas	W. Cladsey	6	2	12		100 00
Manson Creek and Quesnelle	J. Wright	300	months	3	to Sept. 30, 00	150 00
Mara and Railway Station	M. L. Rossman	4	6	12		75 00
Michel and Railway Station	J. Dooley	135 yds	12	9	to May 31, 01	81 75
do do	C. M. Waggoner	100 yds	12	3	from	18 75
Midway and McCuddy's	R. McArthur	44	3	1	to Sept 30, 00	35 25
Midway and Railway Station	T. McArthur	4	12	8	and 16 to Dec 1, 00	137 50
Mission City and Mount Lehman	G. A. Lee	4	3	12		150 00
Mission City and Railway Station	A. York	4	14	9	to May 31, 01	127 50
do do	J. Marsh	4	14	3	from	42 00
Moats Creek and Railway Station	W. Plumm	150 yds	7	12		90 00
Mount Pleasant, Street Letter Boxes and Vancouver	H. J. Evans	10	7	12		201 24
Mt Vernon and Railway Station	R. D. Hope	150 yds	12	12		200 00
Nakusp Rway Station and Steamer Wharf	F. W. Jordan	100 x 300	14	12		
Nelson and Railway Station C P R	W. M. Davis	4	52	11	to May 31, 01	10 00
do do C P R	G. Ferguson	4	52	1		4 00
do do N & F. S.	W. M. Davis	1	12	11	to May 31, 01	33 00
do do	G. Ferguson	1	52	1	from	4 00
Nelson and Wharf	W. M. Davis	1	24	12	to May 31, 01	87 00
do do	G. Ferguson	1	24	1	from	11 00
New Denver and Railway Station	J. Dyson	2	7	12		210 00
New Denver and Wharf	do		52	8	and 16 days to Dec 31, 00	31 00
do do	do		24	8	and 17 days to Dec 31, 00	15 00
New Westminster and Railway Station C P R	W. H. Cook	1	52	12		150 00
New Westminster and Railway Station N W & S I	do	2	various	12		250 00
New Westminster and Street Letter Boxes	A. Rae	11	6	12		150 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Nicola Lake and Princeton	J. Clarke	70	1	12 months	850 00
Nicomekl and Railway Station	R. M. Hornby	65 yds.	6	12 "	60 00
Nicomin and Railway Station	W. Brown	30	3	7 " (to Jan. 31,' 01, and arrears)	130 00
North Bend and Railway Station	W. Arnott	200 yds.	14	12 "	40 00
Notch Hill and Railway Station	C. Castle	100 yds.	7	12 "	50 00
Okanagon and Vernon	C. O'Keefe	8	2	12 "	80 00
Okanagon Falls and Main Post Road	J. McLellan	3½	2	9 " (from Oct. 1, '00	90 00
Okanagon Landing and Railway Station	T. VanAntwerp	100 yds.	as req.	12 "	36 00
Pallisser and Railway Station	J. D. Wells	¼	14	12 "	72 00
Peachland and Steamer Wharf	D. H. Watson	200 yds.	6	9 " (to Mar. 31, '01)	37 50
do do	M. E. M'Dougald	200 yds.	6	3 " from "	12 50
Penticton and McCuddy's	R. S. Hall	42	3	1 " (to Sept. 30, '00)	103 33
Penticton, Fairview and Oroville (Washington)	do	27 & 19	3 & 1	2 " (to Aug. 31, '00	114 73
Penticton and Wharf	W. S. Parker	200 yds.	6	12 "	180 00
Peterborough and Main Post Road	W. C. Bennett	4	2	12 "	75 00
Peterborough and Wharf	do	1½	2	3 " (to Sept. 30, '00)	6 50
do do	Upper Columbia Trans and Navigation Co.	1½	2	2 " and 8 days (from April 23, '01)	5 00
Phœnix and Railway Station	G. P. Murphy	½	12	16 days (from June 15,'01	15 20
Pilot Bay and Wharf	R. W. Riddle	½	12	9 mos. (to Mar. 31, '01).	54 00
do do	D. H. Riddle	½	12	3 " from "	18 00
Port Hammond and Railway Station	A. L. Lazenby	100 yds.	14	12 "	73 00
Port Haney and Railway Station	T. Armstrong	150 yds.	14	12 "	60 00
Port Haney and Webster's Corners	J. M. Webster	4½	2	12 "	75 00
Port Kells and Railway Station	J. Latta	1	6	12 "	70 00
Port Moody and Mail Catching Post	J. Tays	½	28	12 "	60 00
Revelstoke and Big Bend	J. D. Boyd	70	1 trips	12 "	520 00
Revelstoke, Revelstoke Station and Railway Station	E. W. B. Paget	1	as req.	12 "	274 00
Revelstoke Station and Railway Station	do	100 yds.	as req.	12 "	260 00
Robson Railway Station and Steamer Wharf	H. K. Livingston	100 yds. & ½	14	12 "	100 00
Rock Creek and Westbridge	C. O. Guise	10	1	12 "	117 00
Rogers Pass and Railway Station	C. D. Morris	400 yds.	14	12 "	55 00
Roseberry, Railway Station and Steamer Wharf	R. B. McCammon	100 yds. & 18	14 & 24	3 " (to Sept. 30, '00)	12 50
do do	S. Rutherford	100 yds. & 18	13 & 24	9 " from "	37 50
Rossland and Custom House	W. Woolds	½	6	12 "	100 00
Rossland and Railway Station	N. C. Summons	½	14 & 21	12 " less time)	750 64
Roy and Thurlow	D. McGregor	12	1	7 " to April 30, '01	60 00
Ruby Creek and Railway Station	H. Fooks	100 yds.	6	12 "	25 00
Ruby Creek and St. Elmo	A. B. Lloyd	2	2	12 "	60 00
Ruskin and Mail Catching Post	S. Greenwood	100 yds.	14	6 " (to Dec. 31, 1900)	18 00
do do	E. M. Heaps	100 yds.	14	6 " from "	18 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Continued.*

Name of Route	Name of Contractor	Miles	Trips per week	Frequency	Period	Amount
						$ cts.
Salmo and Railway Station	W. T. Beatties	7·0	12	W.	12 mos.	84 00
Salmon Arm and Railway Station	L. Meiswinkel	3·0	14	W.	12 "	84 00
Sandon and Railway Station	E. R. Atherton	10·0	12	W.	12 "	240 00
Saturna and Railway Station	T. Johnson	9·0	12	W.	12 "	108 00
Savona and Railway Station	G. Ogden	3·0	14	W.	12 "	84 00
Scott and Mail Steamer	H. Whitaker	4	2	10	12 "	240 00
Shawnigan and Railway Station	L. Hoffman	2·0	7	W.	12 "	84 00
Shuswap and Railway Station	R. Barker	10·0	12	W.	12 "	240 00
Sicamous and Mara Okanagan Post	A. E. Shearer		6	W.	12 "	72 00
Silverton and Steamer Wharf	J. A. McKinnon		21	W.	12 "	252 00
Sirdar and Railway Station	M. Sherlock	12·5	12	W.	12 "	150 00
Slocan, Ry. Station and Steamer Wharf	W. E. Worden	2·0	12 & 18	W.	12 "	180 00
Slocan Junction and Ry. Station	M. Anderson	0·0	2	W.	12 "	48 00
South Vancouver and Vancouver	S. A. Daniels	0	5	W.	12 "	120 00
Spences Bridge and Ry. Station	A. Clarke	0·0	14	W.	12 "	168 00
Spuzzum and Railway Station	W. E. Porter	2·0	14	W.	12 "	84 00
Steveston and Vancouver	J. E. Murchison	17	6	W.	12 "	432 00
Sweetsburg and Railway Station	H. J. Turner	3	6	W.	10 "	180 00
					1 mo. 29 days	7 75
					May 29, 1901	295 75
Three Forks and Railway Station	J. T. Kelly	1	12	W.	12 mos.	156 00
Trail and Railway Station	F. W. Brown	1·0	26	W.	12 "	120 00
Tynemouth and Railway Station	D. M. Robertson	3	2	W.	12 "	72 00
Trail and Steamer Junction	G. N. Jordan	2	6	W.	6 "	12 00
Vancouver and Wharf	Vancouver City		2	S.	3 " Sept. 30, 1900	1 00
do do	L. Lockhart		2	T.	3 " May 30, 1901	3 00
Vancouver Letter Carrier Service	Bicycle and Foot Express Co.		10	W.	12 "	520 00
Vancouver, Railway Station and Steamer Wharf	T. E. Wilson	0	6	W.	12 "	156 00
Vancouver and C. P. Railway Station	Atkins & Jones	0	10	W.	12 "	520 00
Vancouver and Burrard Inlet Electric Railway Terminus	do	0	10	W.	12 "	17 25
Vancouver and Seymour Steamers	do	0	10	W.	2 "	4 50
					Aug. 24, 1901	
Vancouver and Chilco and Jervis Steamers	do	0	10	W.	12 "	26 10
Vancouver and Union SS. Co.'s Wharf	do	0	3	W.	10 "	
					June 30, 1901	
					2 mos. 1 day	77 10
Vancouver West End and Van [illegible]	H. J. Evans	1	7	W.	12 "	84 00
Vancouver Special Parcel Delivery	Atkins & Jones				3 mos. Dec. 31, 1900	1 00
	do	0	10	W.	1 mo. 30 days	1 50
Vancouver and Wharf	do	0	10	W.	12 "	156 00
Victoria and Railway Station	R. Wilson	0	7	W.	12 "	156 00
Victoria and Vancouver Steamer Wharf	R. Robertson	90·0	14	W.	12 "	32 00
Wardner and Railway Station	J. Arthur	0·0	12	W.	12 "	156 00
Wardner and Railway Station	L. Meiswinkel	0	6	W.	12 "	72 00
West Lynne and Vancouver	H. J. Evans	0	7	W.	12 "	84 00
Westminster and Railway Station	L. C. Young	0	7	S.	12 "	624 00
York and Railway Station	D. J. Cameron	0·0	14	W.	12 "	84 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Vancouver Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Ymir and Railway Station	J. McLeod	400 yds.	12	12 months	75 00
Taking charge of mails on Huntingdon Route	B. Fairbank		12	"	120 00
do do	G. B. Corlett		3	" (to Sept. 30, 1900, less fines	28 00
do do	D. G. McKenzie		9	" (from Sept. 30, '00	90 00
				Total	$62,446 97

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

VICTORIA POSTAL DIVISION.

Detail of all payments for Mail Transportation in Victoria Postal Division, made within the Year ended June 30, 1901.

Named Route	Name of Contractor	Distance in Miles	Times per Week	Frequency	Period	Amount
						$ cts.
Alberni and Beaver Lake	J. J. Burke.....	15	2	6	months to Dec. 31	36 84
do do	K. Dickson	6	2	6	do	14 64
Alberni and Nanaimo....	J. A. McCarter	54	2	12		129 60
Alberni and New Alberni	W. Wheeler	2	2	7	to Dec. 1, 1900	8 40
Alberni and Wharf	A. Erickson	3	1	12		15 60
Cedar and Nanaimo	H. Maguire.....	10	1	12	" ...	26 00
Comiaken and Keeper Island	G. Dandelle	3	1	12	"	104 00
Cherry Point and Railway Station	E. J. Palmer ..	4	12	12	" ...	130 00
Cobble Hill and Railway Station	J. T. Porter ...	10	6	12		40 00
Comox and Courtenay	R. McQuillan..	3	2	12		104 00
Comox and Cumberland	J. R. McLeod	10	1	12	"	110 00
Comox and Greenstone	W. Brown	7	1	12	"	36 00
Comox and Sandwick	R. McQuillan..	3	1	12	"	26 00
Comox and Wharf	E. Hebert	1	2	12		26 00
Courtenay and Railway Station	P. Frumento	1	6	12		104 00
Courtenay and Railway Station	do	2	3	9	to March 31, 1901	39 00
Cowichan Lake and Duncan's Station	F. H. Price....	29	3	12		150 00
Courtenay Station and RY. Station	P. Frumento	7½	6	12		78 00
Cumberland and Parksville	J. A. McCarter	30	1	12		78 00
Cumberland and Railway Station	J. McLeod	1	4	10	to Apl. 30, 1901	83 20
do do	D. Kilpatrick	1	4	2	from	6 67
Cumberland and Wharf	Union Colliery Co.	12	4	6	to Dec. 31, 1900	249 60
do do	Wellington Colliery Co.	12	4	6	do	249 60
Denman Island and Wharf	R. Syms	2	2	12		52 00
Departure Bay and Nanaimo	J. Harper	4	6	12		208 00
Duncan's Station and Mount Sicker	H. Kier	8	6	6	to April 30, 1901	62 40
do do	H. E. Corbould	8	6	2	from	20 80
Duncan's Station, Quamichan and Railway Station	W. F. Aitken	1½	6	12		93 60
Fort Simpson and Metlakahtla Post Road	W. J. Pierce	10	2	12		104 00
Fort Wrangel and Naas Harbour	H. R. McMillan	2	12	12		561 60
Fort Wrangel and Virginia	H. H. Wise	4	12	12		1,123 20
Extension and Naas	J. Hughes	8	6	12		561 60
French Creek and Parksville	J. Hume	4	4	12		166 40
Georges Harbour and Mail Steamer	E. L. Stone	1	6	7	to Dec. 1, 1900	21 00
Gordon Head and Victoria	W. Brown	7½	3	12		117 00
Gordon Head and Railway Station	J. Hume	1	6	12		31 20
Gordon Head and Victoria	N. D. Shaw	6½	3	8	to Dec. 31, 1900	67 60

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Victoria Postal Division, &c.—*Continued.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Hagan and Victoria	W. Handy	14	2	2 months	213 20
Happy Valley and Main Post Road	W. Poole	2	12	" (to Aug. 31, '00)	8 33
do do	J. Walker	2	12	" from "	41 67
Hornby Island and Mail Steamer	W. Ford	2 & 200y	12	"	26 00
Kitamaat and Hartley Bay or Lower Inlet	G. H. Raley	15	6	12 "	60 00
Kokslah and Railway Station	J. Boal, jr	200 yds.	6	12 "	40 00
Ladysmith and Railway Station	W. W. Southin	100 & 250 yds.	12	6 " (from Jan. 1, '01)	37 50
Millstream and Railway Station	H.M. Dumbleton	2	2	12 "	84 00
Milnes Landing and Victoria	E. Milne	23	1	12 "	92 00
Mount Tolmie and Victoria	N. D. Shaw	3½	6	4 " (to Oct. 31, 1900)	45 67
Nanaimo and Comox Steamer Wharf	Thompson & Scoville	¼	2	12 "	28 00
Nanaimo and Railway Station	do	¼	12	12 "	215 00
Nanaimo and Street Letter Boxes	do	12	7	12 "	202 50
Nanaimo and Vancouver Steamer Wharf	do	300 yds.	6	12 "	156 00
Nanoose Bay and Main Post Road	W. Roberts	2	2	12 "	75 00
Northfield and Railway Station	I. R. McManus	1	12	12 "	190 00
North Saanich and Railway Station	S. Roberts jr	3	6	6 " (to Dec. 31, '00)	37 50
do do	T. J. Forfar	3	6	6 " from "	60 00
Otter Point and Shirley	E. Clark	6	1	12 "	65 00
Otter Point and Victoria	H. Clark	30	1	12 "	195 00
Oyster Harbour and Ry. Station	W.W. Southin	100 yds.	12	6 " (to Dec. 31, '00)	25 00
Port Renfrew and Mail Steamer	J. W. Williams	1	8	3 " (to Sept. 30, '00)	12 00
do do	R.H. Kirkpatrick	300 yds.	as req.	9 " from "	21 70
Rocky Point and Victoria	J. Parker	25	2	12 "	275 00
Shawnigan Lake and Ry. Station	G. Koenig	50 yds.	6	12 "	30 00
Shoalland and Somenos	J. Kier	1½	3	12 "	135 00
Sidney and Railway Station	L. Dickinson	300 yds.	10	12 "	50 00
Somenos and Railway Station	J. Kier	1½	6	12 "	175 00
South Wellington and Ry. Station	J. L. McKay	100 yds.	12	10 " (to Apl. 30, '00)	83 33
do do	I. Harris	100 yds.	12	2 " from "	16 67
Turgoose and Railway Station	E. Turgoose	200 yds.	10	12 "	40 00
Union Bay, Railway Station and Steamer Wharf	G. Howe	½	2	12 "	40 00
Victoria Letter Carrier's Service	British Columbia Electric Ry. Co.			12 "	200 00
Victoria and Ry. Station E. & N.	J. Parker	750 yds.	12	12 "	234 76
do do V. & S.	W. G. Bowman	1½	6	12 "	150 00

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in Victoria Postal Division, &c.—*Concluded.*

Name of Route.	Name of Contractor.	Distance.	Time.	Frequency.	Rate.	Amount.
						$ cts.
Victoria and Street Letter Boxes	W. G. Fleming	10	12	12		
Victoria and Wharf Steamer and Steamboat	Victoria Transfer Co.	1	4	12		
Victoria and Wharf	do				Special service	
Victoria Special Delivery, mail to Governor General	W. Hawkesworth					
Wellington and Railway Station	T. Bryant		12	12		
Westminster and Railway Station	E. Buckley	1	3	12		
Young and Railway Station	H. R. Young	1	2	12		
					Total	

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

Detail of all payments for Mail Transportation in the Dominion of Canada, made with the Year ended June 30, 1901.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS.

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Minet Harbour and Burke's Falls	Muskoka and Georgian Bay Navigation Co.	40	7	Part of seasons 1900 and 1901	752 00
Alberton and Victoria	Canadian Pacific Navigation Co.	232	Weekly, s.. tri-monthly, w.	12 months	964 60
Argenteuil and Lachute	Canadian Pacific Railway Co	20	1	11 " 8 days, 4 to June 8, 1901	98 00
do do	do do	20	3	22 days (from June 8, 1901)	10 80
Arrowhead and Robson	do do	122	7	12 months	4,453 00
Bell Ewart and Roach's Point	Thos. Ellis	2	6	Part of seasons 1900 and 1901	54 00
Bobcaygeon and Lindsay, Ave	Trent Valley Navigation Co	24	12	" "	154 50
Brace's Landing and Okanagon Lake	Canadian Pacific Railway Co	2	1	12 months	10 40
Burleigh Falls and Lakefield	Stodhard and Reynolds	18	7	Part of seasons 1900 and 1901	125 00
Cape Scott and Victoria	Canadian Pacific Navigation Co.	375	Monthly.	12 months	150 00
Carillon and Lachute	Ottawa River Navigation Co.	48	6	Part of seasons 1900 and 1901	339 00
Chaconting and Quebec	Richelieu and Ontario Navigation Co	234	2	" " "	3,500 00
Collingwood and Killarney	Northern Navigation Co.	196	2	" " "	100 00
Comox and Nanaimo	Esquimalt and Nanaimo Railway Co.	60	1	12 months	624 00
Cutler, Mountowaming, Killarney and Cockburn Island	Chas. Noble	85, 112 & 78	5, 2 & 1	Part of seasons 1900 and 1901	3,400 00
Desbarats and Marksville	W. Archibald	9	6	Part of season 1900	327 50
Desbarats and Richards Landing	I. Sanderson	8	6	" "	294 75
Desoronto and Picton	Desoronto Navigation Co.	14	6	12 months	939 00
Esquimaux Point and Quebec	A. Fraser & Co	400	Once in 10 d.	Part of seasons 1900 and 1901	3,510 00
Fort Frances and Mine Centre	Rainy River Navigation Co	43	3	" "	256 66
Fort Frances and Rat Portage	do do	160	3	" "	2,352 00
Fredericton and St. John	Star Line Steamship Co	84	6	" "	1,537 92
French River and Midland Parry Sound and Penetanguishene	Northern Navigation Co.	66 & 140	1 & 2	" "	800 00
Gananoque and Clayton, U.S.	Thousand Islands Railway Co.	12	6	" "	200 00
Gaspe Basin and North Shore of the River St. Lawrence	John Howell	356	Fortnightly.	" "	1,105 00
Glen Island and Picton	L. M. Colher	5	2	Part of season 1900	32 00

Golden and Windermere	Upper Columbia Trans. and Navigation Co	90	1	Part of seasons 1900 and 1901	220 00	
Gold Rock and Wahgoom	H. Stevens	32	2		82 50	
Grand Rapids and Selkirk	W. Robinson	280	1	Part of season 1901	20 00	
Gravenhurst and Rosseau Gravenhurst and Port Cockburn Gravenhurst and Bala	Muskoka and Georgian Bay Navigation Co.	18, 25½ & 50	6	Part of seasons 1900 and 1901	2,673 00	
Halifax and Boston	Cunard Atlantic and Plant Steamship Co	389	1	12 months	48 44	
Hazelton and Port Essington	R. H. Hall	180	6 per annum	10 " to April 30, 1901	380 00	
do do	Jas. Thomson	180	6 "	2 " "	16 47	
Honey Harbour and Midland	C. T. Nickerson	12	6	Part of season 1901	2 00	
Kaslo and Nelson	Kootenay Railway & Navigation Co	45	6	12 months, less one half trip	1,401 75	
do do	Canadian Pacific Railway Co	45		One single trip	2 25	
Kenora and Cape Vincent	M. H. Folger	18	6	12 months	1,200 00	
Kingston and Thousand Island Park	do	24	6	Spring 1900	200 00	
Kootenay Landing and Nelson	Canadian Pacific Railway Co	52	6	12 months	1,622 40	
Levis and Quebec	Quebec & Levis Ferry Co	1	As required	12	1,000 00	
Lorette ex Blanc Sablon and Natashquan	J. Hebert	271		4 trips	400 00	
Maitland and South St. Marys	Ainsworth & Gordon	165	2	Part of season 1900	133 33	
do do	Alger Gold Railway	105	3	Part of season 1901	250 00	
Montreal and Quebec	Richelieu and Ontario Navigation Co	180	6	Part of seasons 1900 and 1901	1,350 00	
Murray Bay and Pointe au Pic	Union Steamboat Co	9	2	1 trip 11th April to 6th Oct. inclusive	62 50	
do do	W. L. Keefer	5	12	10 trips each to Grass Lake & Bay Head	437 50	
Nanaimo, Victoria and Victoria (via Fraser River) and Vancouver	Canadian Pacific Navigation Co	668, 60 & 114	Tri-weekly & daily	12	3,890 00	
Nanaimo, Sechart and Gold Islands	Victoria and Sidney Railway Co	60 & 62	2 & 4	12	1,041 66	
Nanaimo and Vancouver	Esquimalt and Nanaimo Railway Co	40	6	12	2,190 00	
New Westminster and International do do	Lower Fraser River Navigation Co	20	6	3 " to Sept. 30, 1900	149 99	
	Canadian Pacific Navigation Co	20	6	9 " 1901	450 00	
Nanaimo and Texada	Nanaimo Navigation Co	55	12	Part of seasons 1900 and 1901	871 20	
Nepean Sidney and Port au Basque Newfoundland	R. G. Reid	96	3	12 months	14,208 75	
Okanagan Landing and Penticton	Canadian Pacific Railway Co	60	3	12	937 50	
Orwell and Lansdowne	Frontier River Navigation Co	50	6	Part of seasons 1900 and 1901	833 40	
Ottawa and Thurso	do do	20	6		133 33	
Papineauville, Fort William and Rainy River	P. Dupuis	9	6		180 00	
Port Hope and Cheboygan, U.S.	Lake Ontario and Bay of Quinte Steamboat Co	95	6		1,046 01	
Port Nanaimo and Vancouver	Union Steamship Co	102	1	10 months (to August 31, 1901)	277 80	
Port Nelson, Halifax and Yarmouth	Yarmouth and Gulf Line Steamship Co	192	3 & 1	6 "	1,125 00	
Quaco and South Lepreaux	Quaco Line			Steam tug	300 00	

DETAIL of all payments for Mail Transportation in Dominion of Canada, made within the Year ended June 30, 1901.

CONVEYANCE OF MAILS BY STEAMBOATS AND SAILING VESSELS *Concluded.*

Name of Route.	Name of Contractor.	Distance in Miles.	No. of Trips per Week.	Period.	Amount.
					$ cts.
Rimouski and Mail Steamers	J. H. Dorion		As required.	Part of seasons 1900 and 1901	1,880 00
Roseberry and Sheam	Canadian Pacific Railway Co	25	6 & 12	12 months	1,200 00
Squamish and Vancouver	J. A. Cates	35	1	12 "	300 00
Vancouver and Victoria	Canadian Pacific Navigation Co	80	7	12 "	8,490 39
Victoria and Port Townsend	North American Mail Steamship Co	40	6	12 " (less fines)	2,856 11
do do	Alaska Steamship Co	40		1 trip	4 63
Wiarton and Georgian Bay Ports	J. McGowan	460	1	Part of seasons 1900 and 1901	75 00
Yarmouth and Boston	Yarmouth Steamship Co	250	2	12 months	2,232 19
do do	Dominion Atlantic Railway Steamship Co.	250		12 "	482 13
				Total	$ 87,900 05

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended June 30, 1901.

CONVEYANCE OF MAILS BY RAILWAYS.

Name of Railway.	Period.	Amount.
		$ c.
Alberta Railway and Coal Company..	12 months	111 96
Atlantic and Lake Superior Railway	12 do less $224 [illegible]	
	[illegible]	1,775 [illegible]
Bay of Quinte Railway	12 do	2,000 [illegible]
Boston and Maine Railway	12 do	1,96[illegible] 13
Bowen Columbia Electric Railway	12 do	48[illegible]
Brockville, Westport and Sault Ste. Marie Railway	12 do	2,[illegible]
Canada Atlantic Railway	12 do	16,[illegible]
Canada Coal and Railway Company	12 do	[illegible]
Canada Eastern Railway	12 do	3,[illegible] 64
Canadian Northern Railway	12 do	1,8[illegible] 68
Canadian Pacific Railway	12 do less amount paid for special conveyance of mails [illegible]	
	[illegible]	[illegible] 11
Cowansville Railway	12 do	[illegible] 80
Central Railway (N.B.)	12 do less amount paid for special service made necessary by railway accident	1,103 88
do (N.S.)	12 do	1,847 04
Central Ontario Railway	12 do	7,196 74
Central Vermont Railway	12 do less amount paid for special conveyance of mails [illegible]	
	[illegible]	6,[illegible] 07
Cumberland Railway and Coal Company	12 do	[illegible] 17
Dominion Atlantic Railway	12 do	13,[illegible] 08
Edmonton and Hudson's Railway	12 do	[illegible] 92
Esquimalt and Nanaimo Railway	12 do	2,910 96
Grand Trunk Railway	12 do less $2 00 paid for special conveyance of mails [illegible]	
	[illegible]	[illegible] 91
Great Northern Railway	3 do from April 1, 1901)..	[illegible] 20
Halifax and Yarmouth Railway	12 do	[illegible] 00
Hamilton, Grimsby and Beamsville Electric Railway	8 do 9 days [illegible]	[illegible] 71
Hull Electric Railway	12 do	[illegible] 00
Intercolonial Railway	12 do	104,[illegible] 4
Irondale, Bancroft and Ottawa Railway	12 do	[illegible] 20
Kent Northern Railway	12 do	[illegible] 00
Kingston and Pembroke Railway	12 do	7,180 [illegible]
Kootenay Railway	12 do	1,8[illegible] 00
Lake Erie and Detroit River Railway	12 do	9,644 [illegible]
Maine Central Railway	12 do	[illegible] 76
Metropolitan Railway	12 do	[illegible] 00
Michigan Central Railway	12 do	[illegible] 72
Montreal and Bedford Railway	9 do 7 days from Sept. 24, 1900	[illegible] 00
Montreal Colonization Railway	12 do	[illegible] 24
Nelson and Fort Sheppard Railway	12 do	[illegible] 00
New Brunswick and Prince Edward Island Railway	12 do	[illegible] 00
New Westminster and Southern Railway	12 do	[illegible] 00
Northern Pacific Railway	10 do 1st May to 1st March, 1901	[illegible] 18
Ontario Midland Railway	12 do	[illegible] 00
Ottawa and New York Railway	12 do	[illegible] 00
Ottawa, Northern and Western Railway	12 do	[illegible] 1
Pontiac Pacific Junction Railway	12 do	[illegible] 88
Prince Edward Island Railway	12 do	[illegible] 00
Quebec and Lake St. John Railway	12 do	[illegible] 00
Quebec Central Railway	12 do	[illegible] 84
Quebec Railway, Light and Power Company	12 do	1,731 12
Quebec Southern Railway	12 do less $[illegible] paid for special conveyance of mails [illegible]	[illegible] 32

APPENDIX B—*Continued.*

DETAIL of all payments for Mail Transportation in the Dominion of Canada, made within the Year ended June 30, 1901—*Concluded.*

CONVEYANCE OF MAILS BY RAILWAYS—*Concluded.*

Name of Railway.	Period.		Amount.
			$ cts.
Red Mountain Railway	12 months		292 00
St. John Bridge and Railway Extension Company	12 do		500 00
St. Lawrence and Adirondack Railway	12 do		2,795 52
St. Mary's River Railway Company	1 do	(from June 1, 1901)	25 48
Salisbury and Harvey Railway	12 do		2,246 40
Shore Line Railway	12 do		2,184 20
South Shore Railway	12 do		1,291 68
Sydney and Louisburg Railway	12 do		600 00
Temiscouata Railway	12 do		5,640 96
Thousand Islands Railway	12 do		730 00
Tilsonburg, Lake Erie and Pacific Railway	9 do	14 days (from Sept. 17, '00)	393 60
Toronto, Hamilton and Buffalo Railway	12 do		2,763 16
Victoria and Sidney Railway	12 do		399 36
Total			[1] 1,401,875 92

[1] Including $22,845.50 paid from the appropriation of 1901-2 to complete the payment for services performed by the Intercolonial Railway.

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX B—*Concluded.*

DETAIL of all payments for making and repairing Mail Bags, Mail Locks, &c., during the Year ended June 30, 1901.

To whom Paid	Particulars of Disbursements	Amount
		$ cts.
Ottawa Supply Co.	Mails bags, labels and repairs for the Post Office Department	16,955 91
E. G. Shepherd	Steel clamps mail locks, steel turnbles and sup testeners supplied and mail locks repaired for the Post Office Department	6,183 90
W. Wills & Son	Mail bags supplied and repaired for the Post Office Department	2,721 10
C. H. Hall	Repairing mail bags for the Post Office Department	2,371 35
W. Christie.....	" " "	629 22
P. O'Donohoe	" " "	618 14
Geo. Lugsdin & Co.	" " "	617 65
Desmarais & Choquette	" " "	410 29
C. Warner	" " "	406 34
H. L. Carson.	" " "	403 30
M. Scarrow	" " "	325 91
J. Darch & Sons	" " "	291 37
T. Fardy	" " "	190 25
S. & H. Borbridge	Leather mail bags supplied	117 54
T. H. Winter	Cartage of mail bags	83 45
General Post Office (London, England)	Canada's share of cost of parcel post receptacles for the Post Office Department (years 1899 and 1900)	365 01
The Pritchard Andrews Co.	Presses, dies, seals, &c., for mail bags, supplied the Post Office Department	330 05
Smith & Egge M'f'g. Co.	Registered mail locks and keys supplied the Post Office Department	80 75
Geo. Barley	Repairing mail locks, &c., for the Post Office Department	80 60
Atlantic & Lake Superior Railway	Erecting mail bag catchers at Oak Point and Point à la Garde	18 00
Smith Railway Mail Service Co.	Mail cranes supplied the Post Office Department.	26 40
Grand Trunk Railway.	Erecting mail crane at Point Claire Station, Que. and repairing mail bag catcher at Highfield, Ont.	20 74
Jno. McKay	Lettering parcel post baskets for the Post Office Department	14 00
Canadian Pacific Railway.	Erecting mail catching post at Barnet, B.C. and moving mail catcher at South Bay, N.B.	9 98
Intercolonial Railway.	Erecting mail catching posts at Cecil Road and Sylvan Valley Mills, N.S.	8 45
O. Lapitre	Repairs to mail catching post at Westbury Basin, Que.	3 25
F. P. Bent (Supt. R.M.S.)	To pay freight charges on mail crane	1 91
Jno. Fraser (P. M. Stellarton)	To pay for repairing mail bags	0 40
	Total	$83,526 44

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX C

MONEY ORDER TRANSACTIONS

APPENDIX C.

MONEY ORDER TRANSACTIONS.

ANALYSIS of the Money Order Business of the Dominion of Canada for the Year ended June 30, 1901.

	Number of Orders.	Amount	Total
		$ cts.	$ cts.
Total number and amount of Money Orders issued in—			
Ontario	546,860	7,705,065 49	
Quebec	157,766	2,528,416 53	
Nova Scotia	139,573	2,002,530 83	
New Brunswick	61,019	926,225 64	
Prince Edward Island	9,179	136,020 12	
Manitoba	64,821	1,025,189 53	
North-west Territories	39,920	647,191 99	
Yukon	19,535	1,034,328 29	
British Columbia	112,351	1,951,289 45	
Total number and amount of Money Orders issued	1,151,024		17,956,257 87
Total number and amount of Money Orders paid in—			
Ontario	576,935	8,465,990 91	
Quebec	169,318	2,862,109 74	
Nova Scotia	94,465	1,702,080 66	
New Brunswick	53,052	914,258 27	
Prince Edward Island	8,485	167,209 12	
Manitoba	50,675	1,116,857 56	
North-west Territories	15,733	388,191 03	
Yukon	731	37,791 76	
British Columbia	46,045	1,175,898 91	
Total number and amount of Money Orders paid	1,016,039		[illegible]
Total amount of Money Orders issued and paid			[illegible]

APPENDIX C--*Continued.*

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, year by year, from July 1, 1867, to June 30, 1901.

Year ended June 30.	United States.		United Kingdom.		France.		Germany, Denmark, Sweden and Norway.		Italy.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$
1868			389,796	87,437						
1869			367,092	94,308						
1870			415,393	110,585						
1871			474,376	121,644						
1872			577,443	142,301						
1873			665,407	156,888						
1874			661,501	171,487						
1875			572,246	174,160						
1876	212,135	156,134	491,363	194,680						
1877	276,821	207,889	409,474	188,116						
1878	328,264	246,586	383,808	189,082						
1879	335,200	308,256	361,940	176,067						
1880	420,966	494,637	397,589	181,561						
1881	610,094	807,372	430,686	175,461						
1882	781,167	1,003,079	550,150	170,304						
1883	1,023,548	1,015,358	827,200	196,467						
1884	1,190,852	959,691	862,822	257,738			16,100	5,612	11,482	592
1885	1,288,245	820,046	769,679	209,563	*8,724	*5,107	23,039	7,137	23,273	620
1886	1,232,000	861,347	753,743	294,484	16,720	18,475	29,425	7,447	30,632	865
1887	1,262,382	1,096,363	837,146	304,115	20,409	12,717	40,318	9,700	48,000	1,331
1888	1,297,734	1,283,094	958,001	328,674	27,077	13,656	39,797	9,782	31,478	1,517
1889	1,391,743	1,261,103	1,033,331	364,657	31,719	13,833	30,929	10,518	32,044	1,654
1890	1,471,946	1,332,196	1,000,460	383,263	33,190	17,675	34,093	9,804	39,636	1,067
1891	1,469,819	1,465,904	975,378	381,452	38,275	22,983	31,265	10,462	48,061	939
1892	1,478,102	1,515,212	937,679	393,289	39,420	30,879	31,370	10,262	57,528	971
1893	1,461,304	1,645,140	845,930	412,588	37,736	29,266	34,491	13,295	48,761	851
1894	1,634,750	1,451,817	909,273	458,703	41,279	29,281	34,271	15,469	51,885	469
1895	1,443,419	1,352,986	818,384	487,912	39,792	27,570	29,162	15,629	26,829	1,291
1896	1,365,827	1,510,695	775,866	479,104	39,537	32,800	30,257	15,579	27,715	1,434
1897	1,354,196	1,605,989	744,886	495,585	37,860	28,654	31,212	15,433	30,715	1,533
1898	1,393,285	1,492,868	793,615	523,626	43,019	24,008	30,055	17,184	27,159	253
1899	1,376,598	1,544,321	819,647	524,665	43,768	26,801	28,650	19,632	29,807	1,323
1900	1,680,617	1,804,830	928,665	505,757	47,344	27,508	32,826	18,218	59,999	842
1901	2,118,295	1,909,168	1,023,039	519,497	51,860	32,390	38,980	16,587	106,145	818

* Eight months' business only, from November 1, 1884.

APPENDIX C—*Continued.*

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, &c.—*Continued.*

Year ended June 30.	Switzerland and Roumania.		Belgium.		Newfoundland.		Jamaica.		Japan.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$
1868					3,321	3,142				
1869					3,246	6,514				
1870					5,246	7,328				
1871					4,321	5,049				
1872					3,656	4,928				
1873					4,799	3,807				
1874					5,753	6,014				
1875					7,197	6,930				
1876					5,305	8,499				
1877					5,699	12,280				
1878					6,245	23,076				
1879					5,061	21,509				
1880					3,570	22,452				
1881					4,883	19,901				
1882					4,369	20,644				
1883					5,415	24,448				
1884	3,804	696	*929	*1,295	5,291	29,150	777	4,039		
1885	3,643	1,069	1,146	3,343	6,652	37,863	696	6,481		
1886	3,702	1,356	2,113	4,550	6,467	40,092	718	8,557		
1887	3,069	1,661	3,726	4,686	11,997	42,114	1,527	15,509		
1888	3,920	2,007	7,305	3,812	22,177	51,482	1,035	18,462		
1889	3,255	2,460	15,876	4,937	24,055	63,814	1,101	19,847		
1890	4,247	3,523	15,764	4,743	26,942	73,555	1,712	10,450	+1,110	+384
1891	5,090	2,963	11,474	8,654	28,265	73,545	1,722	5,344	5,069	699
1892	6,088	3,075	15,303	9,260	22,247	88,124	1,827	10 781	8,707	1,103
1893	5,025	705	12,753	11,358	21,949	127,389	1,404	5,952	8,997	507
1894	5,251	2,342	18,357	13,223	19,208	220,234	1,166	6,207	19,203	1,108
1895	4,921	1,668	11,957	13,734	20,306	123,070	1,315	6,034	31,764	1,812
1896	4,089	2,691	8,966	11,387	16,795	38,770	1,511	5,674	61,704	932
1897	4,316	1,627	8,311	13,470	18,811	43,397	1,743	8,899	54,619	930
1898	4,623	1,554	15,792	10,482	27,960	43,761	1,677	17,750	75,870	1,627
1899	5,878	1,957	11,436	14,445	33,612	44,924	1,684	11,711	93,592	1,386
1900	8,491	1,848	10,855	9,832	53,646	50,512	1,466	12,665	210,872	1,594
1901	16,155	2,203	11,356	12,470	78,569	53,503	1,673	6,766	150,407	2,302

* Nine months' business only, from October 1, 1883.

† Nine months' business only, from October 1, 1889.

APPENDIX C—*Continued.*

TABLE showing the amount of Money Order transactions between the Dominion of Canada and other Countries, &c.—*Continued.*

Year ended June 30.	AUSTRALASIAN COLONIES AND NEW ZEALAND.		HONG-KONG.		BARBADOES.		THE LEEWARD ISLANDS.		BERMUDA.		BRITISH GUIANA.		HAWAIIAN ISLANDS.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1868														
1869														
1870														
1871														
1872														
1873														
1874														
1875														
1876														
1877														
1878														
1879														
1880														
1881														
1882														
1883														
1884	3,854	4,051												
1885	5,110	4,521												
1886	9,573	8,829												
1887	6,069	7,477												
1888	7,318	13,525												
1889	9,448	14,121												
1890	9,327	14,398												
1891	9,708	11,118												
1892	13,358	11,078	3,162	324	801	3,006	*2	*515						
1893	13,989	12,153	3,888	731	952	3,078	398	4,672	†516	†411	†19	†1,531		
1894	16,450	13,286	4,856	619	716	3,162	693	5,141	1,117	1,208	105	1,840	‡129	‡233
1895	14,289	10,472	4,047	801	769	4,453	265	3,117	2,322	1,501	128	2,382	1,005	1,552
1896			4,557	1,020	1,289	4,510	438	2,717	2,470	2,537	400	1,624	553	1,612
1897			3,712	572	1,334	5,777	649	2,663	1,343	2,701	276	2,466	1,263	1,663
1898			3,306	598	1,752	5,433	499	1,837	1,007	3,001	182	1,900	934	2,088
1899			1,749	629	1,570	5,524	679	2,573	1,260	3,376	238	1,901	1,012	1,856
1900			1,293	1,190	1,662	8,491	2,006	1,502	585	3,347	217	2,513	1,146	2,220
1901			1,871	1,229	1,940	8,016	1,156	3,871	1,013	2,486	318	1,637	§	

* Three months' business only, from April 1, 1892. † Six months' business only, from January 1, 1893. ‡ Six months' business only, from January 1, 1894. § Hawaii having been annexed to the United States, the convention was abrogated on June 14, 1900, and the issues to and from Hawaii since that date are included in the issues to and from the United States.

APPENDIX C—*Continued.*

TABLE showing the Amount of Money Order transactions between the Dominion of Canada and other Countries, &c.—*Concluded.*

Year ended June 30.	Fiji.		New South Wales.		New Zealand.		Queensland.		Victoria (Australia).		Tasmania.		South Australia.	
	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.	Amount of Money Orders issued in Canada.	Amount of Money Orders payable in Canada.
	$	$	$	$	$	$	$	$	$	$	$	$	$	$
1868														...
1869														...
1870														...
1871														...
1872														...
1873														...
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1891														...
1892														...
1893														...
1894														...
1895														...
1896	126		4,857	2,970	3,512	3,735	1,007	1,368	3,004	2,665	243	293	176	436
1897	31		3,956	3,862	2,728	3,425	528	2,173	2,866	3,790	342	450	687	386
1898	32	12	5,346	4,939	3,536	4,892	1,348	1,384	3,445	3,024	896	244	473	583
1899	125	36	5,501	2,434	4,061	4,380	1,197	2,295	3,199	2,769	888	371	612	2,067
1900	122	59	4,480	1,543	7,108	5,163	1,709	2,285	3,170	3,139	1,082	288	856	1,949
1901	27		10,545	5,972	8,283	6,036	2,923	2,780	4,520	3,043	2,158	244	780	1,816

APPENDIX C—*Continued.*

TABLE showing the General Operations of the Money Order System in the Dominion of Canada, year by year, from July 1, 1867, to June 30, 1901.

Year ended June 30.	Number of Money Order Offices.	Total Number of Money Orders Issued.	Total Amount of Money Orders Issued.	Where payable.		Amount of Orders issued in Other Countries payable in Canada.	Gross Revenue from Fees on Money Orders.	Expenditure for Salaries, Compensation to Postmasters, Printing, Stationery and Miscellaneous.	Losses sustained in conducting the Money Order system.
				In Canada.	In Other Countries.				
			$ cts	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1868	515	90,163	3,352,881 40	2,959,762 80	393,118 60	90,579 92	29,942 57	30,655 65	2,355 55
1869	550	96,627	3,563,644 95	3,193,305 77	370,339 18	100,822 84	30,935 12	32,594 17	3,169 99
1870	558	110,021	3,910,249 95	3,489,610 00	420,639 95	117,913 89	33,477 71	31,746 97	1,584 74
1871	571	120,521	4,546,433 85	4,067,735 17	478,698 68	126,694 06	38,495 55	33,225 68	....
1872	634	136,422	5,154,120 13	5,573,019 76	581,100 37	147,230 16	44,682 25	40,366 85	478 35
1873	644	161,096	6,239,505 86	5,569,298 00	670,206 86	160,695 80	53,019 45	42,271 89	2,036 92
1874	662	179,851	6,757,427 17	6,090,172 61	667,254 56	177,501 49	59,263 36	47,362 18	118 94
1875	687	181,091	6,711,538 98	6,132,094 67	579,444 31	181,091 07	54,360 22	49,416 12	796 64
1876	736	238,668	6,866,618 24	6,157,813 48	708,805 06	359,314 21	54,809 59	56,269 25	4,239 21
1877	754	253,962	6,856,821 13	6,164,825 99	691,995 14	408,285 99	54,817 50	51,740 06	6,166 49
1878	769	269,417	7,130,895 77	6,412,576 78	718,318 99	458,745 80	56,847 03	49,112 00	656 68
1879	772	281,725	6,788,723 29	6,086,521 05	702,202 24	505,833 69	55,008 42	47,222 93	147 00
1880	775	306,088	7,207,337 06	6,385,210 86	822,126 20	698,651 87	58,276 28	46,287 42	286 20
1881	786	338,238	7,725,212 66	6,679,547 44	1,045,665 22	1,002,734 96	60,835 25	47,722 80	161 26
1882	806	372,248	8,354,153 57	7,018,526 04	1,335,627 53	1,194,028 92	65,392 04	52,449 62	110 78
1883	828	419,613	9,490,899 62	7,634,735 27	1,856,164 35	1,236,274 95	65,485 20	a73,035 92	58 85

1884	866	463,502	10,067,834 85	7,971,919 70	2,095,915 15	1,962,807 31	187,870 31	77,499 12	882 61
1885	885	499,243	10,384,210 99	8,254,093 12	2,130,207 87	1,185,750 92	73,592 86	883,211 35	4,295 59
1886	910	529,458	10,231,189 39	8,146,095 87	2,085,093 52	1,245,957 32	71,734 83	76,216 09	25 39
1887	933	574,899	10,328,984 51	8,093,886 92	2,235,097 59	1,495,673 58	79,325 86	76,845 15	1,179 14
1888	944	630,968	10,916,617 83	8,520,775 78	2,395,842 05	1,726,011 45	81,077 39	83,309 21	3,112 85
1889	990	673,813	11,265,919 95	8,692,418 91	2,573,501 04	1,756,944 74	92,047 98	*	*
1890	1,027	780,503	11,997,861 62	9,359,434 48	2,638,427 14	1,851,058 76	96,067 40	..	..
1891	1,080	855,619	12,478,178 46	9,854,052 46	2,624,126 00	1,984,360 46	100,066 80		
1892	1,120	919,996	12,825,701 12	10,210,099 00	2,615,602 12	2,077,886 85	102,462 61		
1893	1,168	967,866	12,902,975 61	10,404,857 08	2,498,118 53	2,269,635 29	103,927 34	. .	.
1894	1,193	1,042,410	13,245,990 19	10,487,279 72	2,758,710 47	2,224,343 66	108,024 13	..	.
1895	1,261	1,092,052	13,187,321 66	10,736,647 43	2,450,674 23	2,055,984 14	107,084 82		
1896	1,310	1,131,152	13,081,860 62	10,726,661 04	2,355,199 58	2,124,553 44	106,543 67		
1897	1,349	1,162,209	12,987,230 88	10,680,835 19	2,306,395 69	2,245,467 05	105,332 57	.	.
1898	1,739	1,164,857	14,518,480 22	12,082,658 34	2,435,821 88	2,162,971 34	109,163 94		. .
1899.	1,779	1,061,373	14,467,997 41	12,001,224 59	2,466,772 82	2,221,385 44	107,143 34		
1900.	1,847	1,074,922	16,209,069 34	13,148,520 52	3,060,548 82	2,470,565 43	117,978 44	..	
1901.	1,904	1,151,024	17,956,257 87	14,324,288 86	3,631,969 01	2,592,845 08	122,598 49		

a. This increase in the cost of management arises from the exhibition for the first time as a charge against the money order system, of the salaries of clerks in city post offices, engaged exclusively in money order duties; also from the preliminary expenses incurred in organizing money order exchange with a number of additional countries, as stated in the report for the year ended June 30, 1883. *b.* Including the amount of the "Void" orders of the previous years. *c.* Including payment for services partly chargeable to preceding year. * Under the system of accounts introduced July 1, 1888, these items cannot be given separately

APPENDIX C.—*Continued.*

MONEY ORDERS.

The number of money order offices in operation on June 30, 1901 was 1,904, an increase during the year of 57.

The number of those offices situated in each of the several provinces of the Dominion on June 30 of the years 1897, 1898, 1899, 1900 and 1901 was as follows:—

	1897.	1898.	1899.	1900.	1901.
Ontario	654	803	816	830	843
Quebec	225	371	376	386	399
Nova Scotia	174	203	206	209	211
New Brunswick	110	127	129	134	137
Prince Edward Island	15	17	18	19	21
Manitoba	68	90	96	106	112
North-west Territories	45	49	50	59	63
British Columbia	58	79	88	103	115
Yukon	—	—	—	1	3
Totals	1349	1739	1779	1847	1904

The total number of money orders issued during the fiscal year 1900-1901 was 1,151,024, of the value of $17,956,257.87, an increase in number of 76,102, and in amount of $1,747,188.53 compared with the year ended June 30, 1900.

The number of money orders issued in each of the provinces during the past four years is shown in the following statement:—

	1897-98.	1898-99.	1899-1900.	1900-1901.
Ontario	627,498	541,363	516,174	546,860
Quebec	136,090	134,050	144,372	157,766
Nova Scotia	118,444	116,122	126,839	139,573
New Brunswick	66,929	61,074	58,699	61,019
Prince Edward Island	9,903	9,220	8,808	9,179
Manitoba	70,015	63,159	65,599	64,821
North-west Territories	45,304	38,623	38,193	39,920
British Columbia	90,674	97,762	107,078	112,351
Yukon	—	—	9,160	19,535
Totals	1,164,857	1,061,373	1,074,922	1,151,024

The total sums received in each province for money orders issued during the same four years are shown as follows (cents omitted):—

	1897-98.	1898-99.	1899-1900.	1900-1901.
Ontario	$6,897,244	$6,717,325	$7,016,205	$7,705,065
Quebec	1,889,382	1,972,224	2,282,803	2,528,416
Nova Scotia	1,580,244	1,565,164	1,780,057	2,002,531
New Brunswick	883,676	840,047	872,021	926,226
Prince Edward Island	130,911	131,913	127,979	136,020
Manitoba	1,074,554	1,019,045	1,188,939	1,025,190
North-west Territories	665,864	589,135	632,291	647,192
British Columbia	1,396,605	1,633,144	1,864,691	1,951,289
Yukon	—	—	444,083	1,034,328
Totals	$14,518,480	$14,467,997	$16,209,069	$17,956,257

APPENDIX C—*Continued.*

The gross sum received from the public for commissions on the 1,151,024 money orders issued during the past year was $122,598.49, being $4,620.05 in excess of the sum received from the same source during the previous year. The sum of $41,322.69 was allowed to postmasters of other than city offices for their share of commission, which was $3,030.60 in excess of their allowance for the year 1899-1900.

The net commission accruing to the department was $81,275.80, being $1,589.45 in excess of the previous year.

$37,000 of the money orders issued during the year, amounting to $14,324,288.86, were payable within the Dominion, showing, in comparison with 1899-1900, an increase in number of 36,721 in this class of money orders, and an increase of $1,175,768.34 in amount.

The number of money orders drawn on other countries was 314,024, of the value of $3,631,969.01, showing an increase of 39,381 in number, and $571,420.19 in amount over the previous year.

181,442 money orders, amounting to $2,592,845.08 were issued abroad payable in Canada, being an increase in 1901 over 1900 of 9,637 in number, and $122,279.65 in amount.

The total money order transactions between the Dominion of Canada and other countries for 1899-1900 and 1900-1901, amounting to $5,531,114.25 in 1900, and $6,224,814.09 in 1901, are shown in detail on the following page.

APPENDIX C—*Continued.*

The interchange of Money Orders between Canada and other Countries and Colonies for the Years of 1899–1900 and 1900–1901 was as follows :—

	Issued in Canada.				Payable in Canada.			
	Number. 1900.	Number. 1901.	Amount. 1900.	Amount. 1901.	Number. 1900.	Number. 1901.	Amount. 1900.	Amount. 1901.
			$ cts.	$ cts.			$ cts.	$ cts.
United States	172,697	204,661	1,680,617 27	2,118,205 33	129,228	137,611	1,804,830 53	1,909,168 74
*United Kingdom	79,145	83,291	928,665 34	1,023,039 66	32,304	32,758	505,757 29	519,497 49
France	5,473	5,583	47,344 06	51,860 18	1,443	1,589	27,508 93	32,390 02
Germany	2,226	2,336	32,826 16	38,980 68	623	645	18,218 73	16,587 97
Japan	5,960	5,337	210,872 97	150,407 67	97	129	1,554 00	2,302 63
Newfoundland	3,917	5,372	53,646 30	78,509 19	5,309	5,954	50 512 21	53,503 70
Italy	2,164	3,322	59,999 32	106,145 38	32	38	842 58	818 21
Belgium	778	790	10,855 25	11,356 69	350	420	9,832 32	12,470 08
†Switzerland	746	1,437	8,491 95	16,155 63	101	137	1,848 62	2,203 19
New South Wales	230	380	4,480 97	10,545 64	231	266	4,543 14	5,972 65
Hong-Kong	76	100	1,293 82	1,871 62	61	70	1,190 34	1,229 08
Victoria (Australia)	177	212	3,170 41	4,520 95	188	196	3,139 13	3,043 63
New Zealand	268	306	7,108 14	8,283 33	320	332	5,463 55	6,036 55
Jamaica	89	101	1,466 23	1,673 01	451	316	12,665 99	6,766 38
Bermuda	63	101	585 41	1,013 08	222	195	3,347 48	2,486 98
Barbadoes	131	178	1,662 54	1,940 49	354	364	8,491 14	8,016 51
‡Hawaii	54	.....	1,146 93	.....	143	.....	2,220 20	.....
Tasmania	198	242	1,682 98	2,158 11	18	15	288 94	244 59
Leeward Islands	111	80	2,006 04	1,156 37	83	156	1,502 15	3,871 14
Queensland	74	118	1,709 68	2,923 47	72	87	2,285 08	2,780 91
South Australia	34	51	576 91	786 67	51	50	1,949 86	1,816 74
British Guiana	26	23	217 83	318 46	121	114	2,513 83	1,637 89
Fiji	6	3	122 31	27 40	3	.....	59 39	.....
Total	274,643	314,024	3,060,548 82	3,631,969 01	171,805	181,442	2,470,565 43	2,592,845 08

* Including all British possessions and foreign countries (excepting Roumania, Servia and Bulgaria) between which and Canada there is not a direct exchange of Money Orders.

† Including Roumania, Servia and Bulgaria.

‡ Hawaii having been annexed by the United States, the convention was abrogated on June 14, 1900, and the issues to and from Hawaii since that date are included in the issues to and from the United States.

APPENDIX C—*Continued.*

On April 1, 1901, a reduction was made in the commission on Canadian money orders payable either within the Dominion or in any portion of the United States.

The following scale was adopted on the date named :

On money orders up to	$ 5		3	cents.
Over $ 5 and up to	10		6	"
" 10 "	30		10	"
" 30 "	50		15	"
" 50 "	75		25	"
" 75 "	100		30	"

The increase of the maximum to $100 and the reduction of commission on money orders issued in Canada payable in the United States resulted in an increase during the quarter ended June 30, 1901, of over fifty per cent., both in number and amount when compared with the corresponding quarter of 1900, or with the average of Orders issued during the first three quarters of the fiscal year 1901, as shown by a comparative statement of the number and amount of money order transactions between Canada and the United States for the several quarters of the years ended June 30, 1900, and June 30, 1901, respectively.

ISSUED IN CANADA.

Quarters.	Number of Orders.	Amount.	Quarters.	Number of Orders.	Amount.	Increase in Number.	Increase in Amount.
1899.		$ cts.	1900.		$ cts.		$ cts.
September..	34,381	350,666 05	September	35,618	422,643 12	1,237	71,977 07
December.	47,496	442,835 47	December.	51,400	499,821 46	3,904	56,985 99
1900.			1901.				
March..	48,211	408,537 63	March..	53,452	461,040 24	5,241	52,502 61
June	42,609	478,578 12	June	64,191	734,790 51	21,582	256,212 39
	172,697	1,680,617 27		204,661	2,118,295 33	31,964	437,678 06

APPENDIX C—*Continued.*

ISSUED IN UNITED STATES.

Quarters.	Number of Orders.	Amount.	Quarters.	Number of Orders.	Amount.	Increase in Number.	Increase in Amount.
1899.		$ cts.	1900.		$ cts.		$ cts.
September..	31,180	474,175 01	September.	31,326	481,464 10	146	7,289 09
December...	36,330	489,053 67	December.	39,333	535,826 82	3,003	46,773 15
1900.			1901.				
March	31,009	399,588 91	March ..	32,586	409,269 69	1,577	9,680 78
June	30,709	442,012 94	June	34,366	482,608 13	3,657	40,595 19
	129,228	1,804,830 53		137,611	1,909,168 74	8,383	104,338 21

The average value of money orders issued in Canada, and including both the local and foreign classes, and the average commission received thereon are shown in the following statement embracing the past seven years :—

	Average value of Orders issued.	Average commission received.
1895	$12 07	9·80 cents.
1896	11 56	9·42 "
1897	11 17	9·063 "
1898	12 46	9·371 "
1899	13 63	10·095 "
1900	15 08	10·908 "
1901	15 51	10·651 "

The annual cost of the money order system during the year ended June 30, 1901, is estimated at $128,327.54, exceeding by $5,729.05 the gross sum ($122,598.49) received for commissions on money orders issued.

The expenditure is grouped as follows :—

Salaries at head office, Ottawa	$ 34,570 40
Approximate cost of clerical force employed at Money Order duties in city post offices	39,000 00
Commission paid postmasters at country offices	41,322 69
Printing and binding for head office	1,095 70
Stationery for head office	742 84
Financial papers and journals	17 00
Stamps, printing, forms, envelopes and money order books for outside service	11,578 91
	$128,327 54

PROVINCE OF ONTARIO.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1901.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Aberfeldy	263 89	108	2,432 14	14 49	17	181 51	29 00	0 68	6 16	.	120 00		
Aberfoyle	145 74	106	2,429 66	14 61	53	436 16	62 73	0 65	6 12	.	80 00		
Actonvale	231 92	260	2,095 79	15 77	47	645 15	45 29	0 40	5 39	4 71	100 00	8 00	
Acton	2,056 38*	1,351	14,170 20	103 23	550	6,456 17	1,136 89	6 47	37 41	10 11	728 33	6 00	100 00
Addison	179 81	234	1,921 00	25 77	44	627 88	172 55	0 68	12 32	.	76 00		
Adolphustown	133 33	247	6,031 83	30 10	33	481 67	135 20	0 98	15 17	0 82	63 00	10 00	
Adsdale	1,071 35	1051	10,871 56	74 56	235	3,369 05	276 78	2 83	28 25	8 25	400 00	10 00	10 00
Alexandria	2,467 35	816	12,571 95	76 01	604	16,574 68	764 16	3 75	39 26	57 01	780 00	80 00	120 00
Alfred	567 32	45	1,677 04	7 27	34	1,704 46	74 83	1 05	4 37	.	260 00	6 00	.
Algoma Mills	217 08	158	2,804 87	15 15	36	578 32	17 10	0 33	7 66	1 49	115 00	.	.
Algonquin	167 26	108	2,425 25	14 41	23	352 28	25 32	1 85	6 07	.	84 00	.	.
Algonquin Park	394 69	601	8,991 95	54 74	36	586 00	28 49	1 62	22 49	.	320 00	.	40 00
Allandale	1,146 62	624	10,314 73	59 78	208	2,895 19	198 99	2 55	26 73	20 11	424 00	16 0	60 00
Almonte	382 49	453	7,716 39	41 85	92	1,768 11	146 03	2 13	20 52	.	170 00	30 00	.
Almonte	100 30	106	1,359 02	9 03	18	332 63	2 40	0 30	3 76	.	61 00	.	.
Alliston	2,242 38	1,394	16,198 06	106 49	574	7,231 28	1,059 97	18 91	43 15	35 73	815 00	8 00	120 00
Alma	155 32	316	4,849 92	28 63	64	866 76	127 52	2 25	12 06	.	190 00	10 00	. .
Amherst	1,369 09	1,739	18,980 00	136 34	902	12,664 39	1,252 55	4 09	50 69	64 63	*1,313 49	36 00	. .
Ayr	506 86	922	3,720 81	23 14	158	2,564 50	207 95	3 20	10 63	6 49	220 00	.	. .
Ameliasburg	1,504 95	898	9,364 29	65 60	338	5,382 49	581 55	3 46	21 99	18 37	520 00	.	60 00
Amherstburg	2,233 60	1,093	15,220 20	97 97	546	8,077 12	675 45	2 85	46 37	91 44	*846 01	.	
Annandale	556 05	594	7,657 34	48 74	96	1,408 42	150 32	1 24	19 67	8 56	260 00	.	
Apple	378 84	212	2,748 18	17 05	79	867 66	92 33	0 81	7 10	12 11	220 00	4 00	
Appin	571 45	262	4,548 68	25 66	85	1,492 90	98 70	1 16	11 47	1 71	184 00	12 00	
Apple Hill	387 51	91	2,391 09	11 74	23	831 43	85 70	0 50	6 02	.	160 00	.	.

Under [illegible] on two items.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Apsley	208 38	499	10,720 04	56 42	43	644 73	85 60	2 27	27 05	2 79	136 00	6 00	....
Arden	387 19	234	4 673 47	24 74	72	780 32	61 49	2 88	11 97	18 47	180 00	4 00	....
Arkona	855 20	1,109	12,284 84	89 21	244	3,349 17	395 93	....	33 45	16 97	370 00	8 00	40 00
Arkwright	146 91	207	2,583 99	16 18	47	762 24	35 78	0 77	6 86	....	70 00	4 00	....
Armow	88 17	139	2,537 14	13 78	17	499 18	23 30	0 42	7 23	....	60 00	....	....
Arnprior	4,679 71	1,722	22,408 91	150 17	755	12,686 53	1,144 37	8 54	60 09	46 08	1,491 79	30 00	....
Arthur	1,832 13	1,229	13,378 20	91 81	548	7,128 73	1,107 79	5 87	36 88	42 87	640 00	36 00	80 00
Arva	128 60	97	1,956 33	10 98	25	437 89	47 10	0 33	5 10	....	60 00	....	....
Ashwort	146 71	54	762 98	4 39	21	409 14	5 00	0 32	2 47	2 47	60 00	....	....
Athens	1,571 42	714	15,829 04	82 37	328	4,764 18	607 62	8 36	41 61	6 33	580 00	24 00	80 00
Atwood	701 72	1,199	25,818 50	128 96	94	1,346 43	178 38	2 76	65 00	12 62	320 00	24 00	40 00
Auburn	358 78	808	17,845 13	93 62	94	1,331 77	97 65	1 10	45 25	1 44	176 00	18 00	....
Aultsville	626 57	797	15,954 47	85 10	222	3,659 60	246 46	3 03	41 71	25 30	280 00	6 00	....
Aurora	2,648 50	908	12,077 97	76 42	950	16,351 69	1,201 02	7 82	32 43	24 93	890 00	90 00	140 00
Avening	236 10	232	4,712 96	24 80	29	397 82	70 74	1 41	11 87	....	115 00	....	....
Avonmore	825 41	3883	4,061 07	26 37	86	1,775 94	139 78	1 65	10 33	....	300 00	1 92	....
Aylmer	4,458 20	713	11,976 47	70 60	819	12,385 47	1,384 53	13 41	31 49	16 24	1,200 00	60 00	180 00
Ayr	1,489 15	412	4,816 17	32 37	400	5,746 14	566 34	4 38	13 58	5 99	540 00	14 00	80 00
Ayton	973 52	377	7,277 88	41 28	326	6,109 04	472 28	2 91	20 15	106 81	350 00	....	40 00
Baden	823 79	360	6,203 10	38 16	186	2,541 25	186 92	2 37	16 40	26 68	466 66	40 00	60 00
Baliieboro	216 37	251	4,573 31	26 20	68	1,244 53	62 77	1 54	11 74	....	125 00	....	....
Bainsville	286 98	182	5,768 10	27 45	61	1,458 02	65 85	....	14 78	....	120 00	2 00	....
Bala	457 53	168	2,229 97	13 76	182	2,822 70	219 72	1 35	7 78	....	150 00	16 00	....
Baltimore	228 01	210	3,201 96	19 20	33	535 79	34 25	1 25	8 05	....	100 00	....	....
Bancroft	1,051 18	805	14,292 14	81 81	161	3,662 03	276 95	3 20	36 71	20 60	350 00	12 00	40 00
Bank Street (Ottawa)	6,260 28	1,692	20,429 26	158 95	95	1,199 28	893 91	11 41	50 81	25 14	100 00	....	....
Barrie	9,041 35	1,795	20,777 14	150 48	2,483	11,406 64	4,730 21	16 05	63 60	76 78	2,644 88	60 00	....
Barry's Bay	402 93	32	1,084 16	5 11	20	342 00	14 10	0 66	2 88	....	160 00	....	....
Bath	521 89	645	11,421 89	64 27	151	2,851 83	214 69	2 43	31 49	15 05	220 00	60 00	....
Bathurst Street (Toronto)	6,573 34	2,300	24,173 01	226 11	775	10,197 83	1,347 97	6 18	66 17	75 79	600 00	....	....
Bayfield	532 63	803	10,618 49	68 04	179	3,161 49	130 70	0 34	28 59	32 74	252 00	....	....
Baysville	343 44	437	6,972 82	40 81	50	1,184 38	111 02	2 38	17 58	2 62	110 00	12 00	....

Beachburg	506 51	303	4,256 62	26 10	74	991 15	87 98	0 47	10 73	5 82	286 00	....	....	....	....	....	....	....	....	....	....	....
Beachville	356 95	360	5,724 06	32 68	99	1,412 17	91 59	0 88	15 26	1 04	160 00	....	....	....	....	....	....	....	....	....	....	....
Beamsville	1,591 72	1,109	13,312 98	91 40	109	4,113 46	1,241 91	5 11	34 87	30 15	480 00	36 00	....	60 00	....	....	....	....	....	....	....	....
Bearcston	1,627 00	1,326	16,072 29	103 97	259	4,373 91	554 93	4 68	41 57	21 48	550 00	....	....	80 00	....	....	....	....	....	....	....	....
Beeton	121 53	191	1,226 61	23 30	22	608 07	27 72	0 42	10 64	....	80 00	....	....	....	....	....	....	....	....	....	....	....
Berlin	2,055 20	595	7,010 95	46 10	245	2,897 53	536 86	3 65	18 03	....	500 00	....	....	60 00	....	....	....	....	....	....	....	....
Bethesda	231 68	183	2,406 45	15 21	34	487 37	56 94	0 61	6 52	18 13	116 00	....	....	....	....	....	....	....	....	....	....	....
Belgrave	560 08	223	4,282 47	23 50	57	875 36	161 80	2 65	10 82	....	285 00	8 00	....	....	....	....	....	....	....	....	....	....
Belhaven	221 29	207	7,282 71	35 50	41	741 50	61 42	....	18 82	5 12	110 00	....	....	....	....	....	....	....	....	....	....	....
Belle River	454 79	181	10,286 11	54 32	76	950 15	130 70	0 33	26 15	36 55	200 00	2 00	....	....	....	....	....	....	....	....	....	....
Belleville	14,882 80	2,571	34,300 22	250 06	4,024	58,350 86	6,789 54	....	....	....	4,171 67	....	....	....	....	....	....	....	....	....	....	....
Belleville Station	609 33	278	2,272 10	20 10	27	288 87	1 00	0 38	5 85	2 35	280 00	....	....	....	....	....	....	....	....	....	....	....
Bell's Corners	110 06	99	2,675 02	14 06	11	331 26	14 50	0 43	6 79	....	56 00	....	....	....	....	....	....	....	....	....	....	....
Belmont	530 00	453	5,847 35	37 61	72	1,039 55	72 18	1 55	15 23	....	230 00	....	....	....	....	....	....	....	....	....	....	....
Belwood	458 59	502	9,033 28	49 34	100	926 60	134 68	0 90	22 78	10 08	234 00	10 00	....	....	....	....	....	....	....	....	....	....
Bennallen	105 49	220	3,663 47	21 11	21	250 17	39 45	0 66	9 29	....	60 00	....	....	....	....	....	....	....	....	....	....	....
Bergeley	268 07	6	111 56	0 59	27	241 37	20 80	1 68	0 19	....	120 00	1 00	....	....	....	....	....	....	....	....	....	....
Berlin	13,709 67	2,568	18,627 43	176 79	3,284	42,135 58	4,848 48	....	....	....	3,465 31	....	....	....	....	....	....	....	....	....	....	....
Bervie	210 01	279	5,620 35	29 38	49	683 19	23 85	1 54	14 15	....	126 00	....	....	....	....	....	....	....	....	....	....	....
Berwick	237 23	137	2,772 33	14 92	7	166 00	33 00	0 86	6 92	....	160 00	3 00	....	....	....	....	....	....	....	....	....	....
Bethany	104 42	185	2,872 76	16 45	34	553 74	52 74	0 21	7 32	2 50	180 00	....	....	....	....	....	....	....	....	....	....	....
Bewdaring	309 88	38	1,092 84	5 59	11	179 12	14 10	0 71	2 74	....	172 50	....	....	....	....	....	....	....	....	....	....	....
Bierwagen Mills	230 59	257	5,691 03	29 47	41	747 99	45 53	1 61	14 79	36 12	112 00	....	....	....	....	....	....	....	....	....	....	....
Blackstock	346 00	258	4,536 43	23 95	39	735 98	72 71	0 61	12 08	....	172 00	4 00	....	....	....	....	....	....	....	....	....	....
Blair	237 48	6	81 05	0 50	11	95 68	28 17	....	0 18	....	156 00	....	....	....	....	....	....	....	....	....	....	....
Bloor East (Toronto)	4 815 70	969	7,607 45	81 71	225	3,124 93	698 33	1 72	20 33	44 58	300 00	....	....	....	....	....	....	....	....	....	....	....
Bloomfield	2,250 51	1,396	12,780 22	97 97	448	5,651 13	742 47	2 38	36 15	3 13	750 00	80 00	....	120 00	....	....	....	....	....	....	....	....
Bloomfield	1,163 31	601	9,839 77	58 37	65	1,232 24	174 16	3 86	25 73	14 87	260 00	....	....	....	....	....	....	....	....	....	....	....
Blyth	502 67	348	4,921 99	31 24	76	636 50	177 39	2 14	12 95	0 13	240 00	10 00	....	....	....	....	....	....	....	....	....	....
Bloor West (Toronto)	3,542 37	1,149	9,373 65	100 66	235	3,801 61	542 03	3 04	24 85	38 85	300 00	....	....	....	....	....	....	....	....	....	....	....
Blue Vale	325 66	314	4,180 82	26 24	72	1,392 32	108 16	1 37	11 49	....	176 00	....	....	....	....	....	....	....	....	....	....	....
Blyth	1,359 59	444	6,095 86	39 30	315	3,505 88	503 57	6 49	16 04	8 17	500 00	12 00	....	60 00	....	....	....	....	....	....	....	....
Blythswood	198 77	689	5,972 75	43 74	27	284 15	86 55	....	15 27	....	148 00	4 00	....	....	....	....	....	....	....	....	....	....
Bobcaygeon	1,436 10	1,317	27,610 24	150 14	239	5,331 12	406 34	3 85	71 13	47 08	500 00	4 00	....	60 00	....	....	....	....	....	....	....	....
Bolton	1,228 48	355	9,782 35	48 25	269	3,982 77	476 47	3 58	23 30	113 16	450 00	20 00	....	60 00	....	....	....	....	....	....	....	....
Bonfield	148 37	247	3 749 08	21 04	48	955 01	65 89	3 51	9 80	....	230 00	....	....	....	....	....	....	....	....	....	....	....
Boothroyd	505 24	239	6,464 03	31 87	84	812 04	186 50	2 45	16 35	8 33	156 00	....	....	....	....	....	....	....	....	....	....	....
Bourneville	136 35	136	2,487 35	13 88	10	403 17	16 09	....	6 23	....	110 00	2 00	....	....	....	....	....	....	....	....	....	....
Bowmanville	1,675 33	1,251	14,919 49	99 14	325	4,444 32	344 07	2 89	38 81	52 18	620 00	100 00	....	100 00	....	....	....	....	....	....	....	....
Bracebridge	4,124 31	671	8,466 46	60 65	952	10,966 81	1,722 60	12 46	25 31	25 56	1,350 00	84 00	....	225 00	....	....	....	....	....	....	....	....
Brampton	3,978 29	1,940	27,717 22	182 01	736	10,533 52	2,087 01	18 40	72 45	58 34	1,040 00	80 00	....	360 00	....	....	....	....	....	....	....	....
Brantford	1,744 62	456	7,679 64	44 96	368	6,641 58	896 58	5 77	22 28	9 25	600 00	....	....	80 00	....	....	....	....	....	....	....	....
Brantford	1,801 86	80	1,087 72	7 37	17	498 95	14 30	0 91	2 63	....	320 00	....	....	....	....	....	....	....	....	....	....	....
Brantford	5,108 82	580	9,103 17	59 96	1,396	18,758 60	2,608 44	10 85	27 18	20 60	1,707 51	20 00	....	....	....	....	....	....	....	....	....	....
Brantford	28,788 67	3,146	20,750 29	264 44	10,172	209,814 71	10,093 10	....	....	....	5,711 38	....	....	....	....	....	....	....	....	....	....	....
Brechin	194 66	502	10,132 05	53 56	109	4,056 62	148 55	3 20	25 66	17 30	288 00	16 00	....	....	....	....	....	....	....	....	....	....
Brechin	1,096 11	379	3,896 48	26 37	142	1,226 69	263 05	2 85	10 88	43 45	600 00	20 00	....	120 00	....	....	....	....	....	....	....	....
Bridge	1,053 10	617	9,106 36	58 61	297	5,711 67	343 58	4 58	24 04	3 37	420 00	20 00	....	60 00	....	....	....	....	....	....	....	....
Bright	603 83	295	4,053 89	24 69	92	1,089 47	201 79	2 68	10 35	2 36	284 00	100 00	....	....	....	....	....	....	....	....	....	....

*Including investment, $ cents.

12 — 2½

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operatson, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Brighton	1,881 99	1,517	12,014 97	96 11	524	8,590 34	914 28	4 41	36 89	11 55	640 00	120 00	100 00
Brookview Ave.(Toronto)	1,777 48	365	5,336 68	43 58	162	1,796 21	302 87	2 25	13 57	13 05	200 00	.....	.....
Brockton	1,897 63	580	5,243 52	45 02	192	2,548 62	647 96	1 98	13 65	13 81	300 00	.....	.....
Brockville	21,891 19	2,513	25,490 63	205 57	4,174	77,176 81	5,440 84	.....	.....	.....	4,509 13	.....	.....
Bronte	316 58	124	1,737 55	10 98	66	1,244 19	97 10	0 51	4 86	1 89	140 00	.....	.....
Brooklin	894 60	764	12,547 70	70 12	207	3,012 12	344 65	2 58	32 58	6 99	340 00	.....	10 00
Brooksdale	81 88	88	2,438 74	11 57	9	151 58	.....	.....	6 22	0 03	45 00	.....	.....
Brougham	383 10	202	3,015 34	18 57	36	638 26	65 84	1 04	7 90	0 94	180 00	24 00	.....
Brown's Nurseries	2,030 58	1,077	6,112 57	56 19	329	7,443 39	267 60	0 86	15 29	.....	660 00	.....	100 00
Brownsville	327 72	190	2,987 65	18 01	48	902 73	119 39	1 97	7 64	.....	150 00	.....	.....
Bruechfeld	401 84	272	3,721 77	24 71	97	1,259 95	53 05	0 14	9 70	.....	180 00	4 50	.....
Bruce Mines	1,149 54	804	14,445 36	88 49	52	1,216 96	120 86	3 22	36 36	.....	216 00	36 00	.....
Brule Lake Station	187 72	263	2,625 10	16 80	1	19 50	.....	.....	6 55	.....	66 00	.....	.....
Brussels	2,041 96	1,119	14,177 22	88 76	478	7,764 44	872 22	4 77	38 74	18 35	700 00	70 00	160 00
Burford	681 94	588	12,423 62	67 61	255	4,542 36	301 25	1 35	34 00	6 21	320 00	18 00	40 00
Burgessville	389 62	257	4,372 16	25 83	84	751 57	140 64	1 13	11 71	.....	192 00	16 00	.....
Burk's Falls	1,479 97	627	9,377 69	59 73	362	5,647 38	516 36	7 91	24 68	23 14	560 00	60 00	80 00
Burlington	1,567 37	536	6,466 39	43 40	369	4,536 52	479 68	1 51	17 52	7 80	460 00	12 00	60 00
Burritt's Rapids	311 08	102	1,764 20	10 26	43	866 50	115 31	1 87	5 66	.....	176 00	2 00	.....
Byng Inlet	637 06	837	21,310 37	122 13	40	826 17	81 16	3 24	53 55	19 65	190 00	.....	.....
Cache Bay	526 69	109	1,292 99	8 21	34	769 41	32 70	1 60	3 92	5 16	187 00	2 25	.....
Cairo	173 40	191	2,959 46	17 46	32	623 18	26 80	.....	7 68	.....	85 00	.....	.....
Canfordville	102 33	135	3,691 39	18 25	24	563 91	51 80	0 33	9 25	.....	50 00	.....	.....
Calabogie	434 78	63	1,018 40	5 91	34	636 95	100 56	.....	2 99	.....	200 00	2 00	.....
Caledon	333 97	423	7,725 79	43 30	173	1,770 42	228 90	2 14	19 56	.....	138 00	6 00	.....
Caledon East	430 27	125	2,139 61	12 26	102	1,391 45	221 87	2 63	5 37	.....	220 00	.....	.....
Caledonia	1,383 99	786	12,437 25	73 04	307	4,733 07	547 12	3 42	33 20	18 80	500 00	20 00	60 00
Caledonia Springs	472 22	17	217 67	1 55	15	200 75	41 17	0 46	0 59	.....	230 00	.....	.....
Callender	479 83	326	2,185 83	20 76	57	709 58	71 29	2 00	6 53	3 33	220 00	20 00	.....
Cambray	233 60	369	6,320 18	34 27	55	1,018 85	65 75	1 42	16 27	2 94	124 00	.....	.....
Camden East	342 41	371	4,873 39	30 08	78	1,202 32	171 75	1 39	12 37	.....	163 00	16 00	.....
Camlachie	396 81	108	1,808 94	10 43	69	658 80	69 60	1 65	4 70	.....	170 00	5 00	.....

* Including collection on tax rolls.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Coldwater	1,363 50	818	12,988 56	76 79	262	3,748 15	431 83	6 23	33 30	30 85	440 00	36 00	60 00
Coldwater	142 20	133	1,782 24	12 69	46	683 72	86 30	0 49	4 85	8 33	200 00	.....	.....
Collingwood	7,479 25	2,006	29,748 93	165 72	1,575	28,940 76	2,316 47	11 57	65 91	51 43	1,900 00	15 00	300 00
Collins Bay	263 52	22	564 19	2 64	43	1,154 22	17 90	.....	1 50	.....	136 00	.....	.....
Colpoy's Bay	183 21	174	1,874 11	12 91	40	754 04	34 85	.....	5 10	.....	88 00	8 00	.....
Columbus	278 81	179	4,080 90	21 38	198	1,940 56	271 14	1 38	10 33	.....	144 00	.....	.....
Comber	896 59	998	15,384 39	91 78	155	2,609 98	308 28	3 27	39 63	5 75	380 00	3 00	40 00
Conbermere	147 72	89	1,580 81	9 30	19	513 75	16 30	1 35	3 96	.....	165 00	4 00	.....
Comestogo	167 55	258	3,141 80	22 86	46	1,057 96	16 73	.....	8 41	.....	90 00	.....	.....
Consecon	413 15	512	6,932 93	44 18	81	942 64	190 80	2 53	17 67	10 69	210 00	8 00	.....
Cookstown	1,002 13	186	5,386 88	26 37	198	2,819 87	331 75	5 88	14 22	40 11	400 00	.....	40 00
Cooksville	882 88	175	3,600 65	19 20	54	850 33	167 31	0 86	9 91	.....	208 00	.....	.....
Copper Cliff	1,891 29	2,503	18,289 62	355 50	138	1,871 65	177 91	2 05	121 71	3 47	420 00	.....	40 00
Cordova Mines	194 34	106	2,391 66	13 93	2	6 14	4 00	0 14	5 99	.....	30 00	.....	.....
Cornith	268 33	223	3,167 65	20 92	21	245 27	56 28	1 91	8 07	.....	120 00	.....	.....
Cornwall	7,935 25	2,624	28,096 20	215 18	1,836	34,849 96	2,954 76	8 55	84 27	80 83	2,424 37	100 00	.....
Corunna	162 53	327	2,849 01	18 78	86	1,648 05	162 80	0 79	9 24	.....	190 00	.....	.....
Cottam	203 46	330	7,033 33	37 09	30	374 79	128 17	1 97	17 74	.....	114 00	.....	.....
Courtland	480 12	137	3,061 65	16 02	47	586 69	59 25	1 12	8 21	.....	120 00	4 00	.....
Courtright	519 50	570	7,561 21	47 84	113	1,872 52	166 25	2 27	20 07	7 88	260 00	24 00	.....
Craighurst	153 33	56	820 40	4 88	35	348 80	48 76	0 51	2 13	.....	68 00	.....	.....
Cranbrook	189 65	217	1,577 23	23 09	30	109 56	57 69	0 38	11 59	.....	145 00	.....	.....
Crediton	602 66	386	9,350 50	50 47	107	1,189 72	152 47	1 81	23 79	39 61	270 00	.....	.....
Creemore	1,327 07	1,147	18,725 70	108 95	521	7,905 10	841 77	4 87	49 57	60 48	480 00	24 00	60 00
Crysler	428 75	611	22,826 40	103 75	84	2,324 83	73 35	1 77	59 18	.....	190 00	2 16	.....
Cumberland	434 11	329	5,569 03	33 07	63	1,245 28	105 76	0 75	14 44	14 09	218 00	.....	.....
Cutler	106 75	49	924 00	5 78	16	225 07	18 55	0 62	2 35	.....	72 00	.....	.....
Darling Road	186 89	47	748 80	3 87	19	391 92	1 50	0 12	1 82	.....	70 00	.....	.....
Dashwood	371 08	151	1,850 10	15 70	58	1,592 30	57 36	1 75	5 07	.....	190 00	6 00	.....
Davenport	522 08	57	453 76	4 22	46	126 44	57 45	0 39	1 44	.....	210 00	6 00	.....
Deer Park	801 25	259	2,655 36	22 68	205	2,785 41	167 75	0 45	8 61	6 67	320 00	.....	40 00
Delaware	439 12	486	9,140 33	53 50	76	1,190 23	106 26	1 41	23 43	7 77	200 00	.....	.....
Delhi	1,545 13	729	8,850 98	60 20	259	3,509 10	504 90	4 33	23 57	3 53	500 00	5 00	60 00

Debra	556	18	571	7,346	97	45	22	178	2,157	16	154	36	1	33	18	92	15	61	280	00				
Denbigh	229	64	96	1,704	52	9	38	29	789	80	11	32	0	57	4	86			90	00	2	00		
Depot Harbour	765	13	966	15,692	53	97	39	29	503	73	35	65	0	60	39	22			182	50				
Desboro	378	00	392	6,928	13	35	97	38	915	29	34	80	1	56	17	54			180	00				
Deseronto	5,506	83	1,865	22,868	36	155	72	561	7,448	49	1,184	76	10	83	60	35	17	27	1,500	00			220	00
Deux Rivieres	164	09	41	535	67	3	37	3	28	00	16	35	0	85	1	33			125	00	24	00		
Dickenson's Landing	269	47	139	3,575	12	18	61	65	670	94	127	60	1	39	9	19			120	00				
Dobbinton	392	49	38	992	86	4	79	38	741	15	63	94	1	15	2	46			140	00	10	00		
Doncaster	525	10	13	101	09	1	31	16	127	18	24	00	0	43	0	24			160	00				
Doon	541	61	8	160	97	0	99	93	964	94	124	94	0	58	0	37			280	00				
Dorchester Station	686	40	291	4,151	94	27	13	113	1,354	69	137	00	1	01	10	63	0	55	250	00				
Dorset	422	53	289	4,240	17	25	53	121	2,476	84	78	86	1	75	14	64			150	00				
Douglas	612	65	260	5,913	29	30	25	67	1,221	67	65	31	1	57	15	24			280	00	6	00		
Drayton	1,282	66	502	7,729	64	46	96	328	3,936	45	709	18	5	56	19	81	8	12	500	00	30	00	60	00
Dresden	1,918	76	852	13,411	02	79	51	522	7,256	60	843	92	6	97	56	81	22	94	650	00	50	00	100	00
Drummond	221	60	155	2,785	87	15	21	47	730	17	100	55	1	55	7	21			110	00	2	00		
Drumbo	738	19	362	3,690	11	26	26	168	1,939	85	310	50	1	64	9	65	16	07	348	00	25	00	40	00
Duart	298	67	261	6,266	23	34	27	28	445	24	40	05	2	46	15	88			124	00				
Dublin	456	99	285	5,040	72	31	67	66	998	62	35	94	0	30	13	41			295	00	80	00		
Dunbarton	181	00	176	3,130	02	17	50	46	621	77	24	35			8	06	0	94	80	00				
Dunchurch	394	50	372	5,822	47	35	22	50	897	57	89	81	1	07	14	63			190	00	10	00		
Dundalk	1,476	39	647	13,079	07	78	86	315	5,031	29	713	04	8	47	34	07	10	70	520	00	44	00	60	00
Dundas	4,345	84	997	11,064	60	86	70	826	9,395	35	1,291	96	5	57	32	41	59	15	1,315	41	84	00		
Dunlop Street Terminal	3,975	52	2,315	21,390	34	177	42	535	6,718	04	1,190	87	2	88	54	89	34	47	300	00				
Dunnville	692	57	508	13,604	01	66	65	195	2,912	21	294	85	3	70	31	70	16	97	350	00	0	40		
Durham	3,329	12	1,658	19,117	14	137	35	575	8,050	44	1,045	75	9	93	52	13	18	08	971	00	80	00	140	00
Dutton	264	50	402	7,464	38	29	34	25	639	57	57	97	0	81	19	03			170	00				
Eden	264	27	124	2,986	04	14	29	24	345	06	62	50	1	14	7	54			198	00				
Edmonton	1,984	70	1,307	17,430	73	110	95	505	9,761	19	1,310	95	6	94	46	19	23	70	698	33	80	00	100	00
Elgin	1,737	90	1,870	20,472	13	140	04	483	5,824	35	959	03	4	75	52	44	18	51	599	00	12	00	60	00
Eagle	208	38	204	2,872	05	14	84	33	292	47	37	45	0	15	5	68			136	00				
Ealing	362	04	253	1,619	60	16	76	17	329	40	48	00	0	71	4	50			180	00	1	67		
Eastman Springs	362	40		1,443	62	0	78	1	1	20	12	75			0	35			150	00	4	00		
Eastnor Corners	274	20	277	3,802	73	22	61	66	920	05	62	32	0	58	9	49			156	00				
East Toronto	625	64	270	2,471	78	21	92	122	1,385	34	292	73	0	76	7	65			240	00				
Eastwood	1,769	75	711	12,781	31	74	84	441	6,759	16	959	93	4	77	34	7	50	51	600	00	20	00	100	00
Eganville	650	76	211	7,981	84	36	70	60	1,185	35	208	65	5	55	20	09			280	00	4	00		
Elmira	1,360	32	737	11,309	64	68	44	267	5,767	17	334	20	3	46	29	18	12	29	480	00	40	00	60	00
Elm Street Terminal	7	209	46	2,297	20	87	60	259	650	10,619	15	2,232	62	4	97	53	22	110	96	680	00			
Embro	1,399	44	461	6,894	43	41	50	325	5,649	28	487	00	5	00	18	25	12	07	340	00	20	00	60	00
Emerald	464	67	351	5,890	19	35	96	87	1,134	45	95	36	2	84	15	21	6	67	224	00	24	00		
Emery	2,084	71	1,139	15,362	43	89	95	424	5,840	68	759	85	3	78	36	18	17	25	775	00	24	00	80	00
Empire	867	41	747	10,994	36	68	77	341	4,481	88	473	47	3	39	29	81	7	71	550	00	8	00	40	00
Enniskillen	429	62	329	8,314	72	40	33	46	1,144	16	49	76	1	43	21	70			180	00	14	00		
Enterprise	446	82	204	2,299	63	15	90	105	2,218	62	231	37	2	36	6	87	17	50	265	00			30	00
Erin Centre	177	79	178	7,960	75	45	36	62	1,772	96	36	69	1	62	20	03	47	00	218	00	14	00		
Erin	992	08	383	6,440	47	34	86	269	2,761	77	384	14	3	73	17	34	61	54	485	00	14	00	40	00
Escott	193	97	56	1,663	64	6	96	22	272	14	107	20	0	83	4	49			102	00				

* Accounting from February 1, 1901.
† Accounting from August 1, 1900.
‡ Including commission on box rents.
§ Lake Spring Telephone Co., Ltd.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post masters on P. N. business.	Compensation paid to Post masters on M. O. business.	Compensation paid to Post masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Essex	2,398 33	1,822	20,427 47	133 18	545	7,672 66	721 51	1 87	53 59	31 06	767 50	60 00	120 00
Etobicoke	120 84	269	5,799 53	29 19	64	966 54	106 69	2 90	14 86		205 00		
Eugenia	258 34	9	114 11	0 60	1	64 73			0 28		120 00		
Everett	113 52	355	7 284 46	38 23	39	1,247 65	85 00	4 09	18 46		172 00		
Everton	191 98	70	1,520 56	8 38	18	230 72	63 40	0 60	3 94		76 00		
Exeter	2,305 29	1,276	16,388 31	108 22	581	10,932 08	799 32	5 26	44 95	45 91	700 00	30 00	100 00
Farquhar	169 22	26	382 35	2 08	3	29 30	3 60		0 95		144 00		
Fenelon Falls	1,764 21	1,345	22,014 72	123 61	508	7,651 78	865 65	6 62	57 18	70 65	651 67	20 00	100 00
Fenwick	317 41	165	7,275 97	42 57	94	1,626 84	188 73	0 79	18 84		180 00	47 00	
Fergus	2,859 31	1,087	12,782 86	85 75	955	13,378 76	1,571 18	4 20	35 00	28 60	860 00	36 00	120 00
Fesserton	303 82	211	3,278 84	18 47	82	1,116 91	99 88	0 44	8 34		155 00	4 00	
Fenelon Falls	761 11	595	11,333 32	61 46	54	1,075 32	111 10	2 20	28 67		330 00	4 00	40 00
Finch	477 76	410	6,314 18	37 38	135	1,366 66	176 35	0 70	16 03	6 40	250 00	6 00	
Fingal	188 00	397	7,645 27	40 21	32	656 24	16 20	0 45	19 19		100 00	16 00	
Fitzroy Harbour	1,025 76	615	8,907 43	54 22	278	3,073 70	433 37	3 81	23 46		431 66	70 00	60 00
Flesherton	310 56	238	3,341 68	20 52	75	949 43	13 88	0 87	9 37		140 00		
Flinton	623 27	1,022	16,666 12	97 52	206	3,109 77	397 60	3 47	42 53	24 90	294 00		
Florence	542 58	435	6,041 61	41 21	140	1,929 75	226 91	2 05	16 30	11 86	250 00		
Fonthill	652 55	821	14,165 01	80 75	180	3,383 36	272 84	3,56	36 95	16 54	336 68	17 87	7 50
Fordwich	2,196 08	824	12,343 28	83 75	672	10,836 53	1,037 65	16 30	34 81	10 84	800 00	16 00	120 00
Forest	297 93	158	2,397 86	13 93	34	388 42	56 82	2 06	6 00		174 00		
Forester's Falls	101 68	42	625 58	3 68	2	101 62	32 52	0 38	1 56		44 00		
Forks Road	279 22	522	10,854 67	60 23	452	3,527 20	609 53	1 92	28 27	15 83	145 00		40 00
Formosa	959 91	640	8,638 31	54 66	168	3,157 79	219 64	1 36	25 10	16 79	370 00		
Fort Erie	1,180 65	714	11,821 52	109 40	80	2,218 83	101 63	1 64	37 92		300 00		
Fort Frances	327 90	58	932 44	6 26	14	481 01	19 80	0 28	2 39		140 00		
Fort Stewart	1,398 81	2,391	19,954 74	131 64	409	7,064 34	737 80	9 88	128 47	42 16	1,100 00		160 00
Fort William	78 12	118	1,144 74	9 13	10	112 53	5 00		2 89		78 00	2 00	
Fort William (West)	395 21	83	1,541 17	8 67	19	109 74	40 00	0 44	1 25		166 00	16 00	
Fournier	728 24	879	22,578 27	110 98	136	2,396 60	144 66	2 12	57 57	23 60	300 00		
Frankford	276 81	263	6,844 08	36 02	52	554 69	101 41	2 16	17 32	0 01	130 00		
Frankville	203 71	173	3,467 22	21 00	47	1,011 09	46 50	0 95	9 09		92 00	6 00	
Freelton	329 80	88	1,169 85	8 05	73	1,375 84	116 80	0 96	3 00		165 00		
Freeman													

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts		$ cts	$ cts		$ cts	$ cts.	$ cts	$ cts	$ cts.	$ cts	$ cts	$ cts
Highland Creek	119 27	148	2,789 84	15 48	64	385 27	110 84		7 24		57 00		
Hillsburg	632 74	589	11,312 90	59 27	105	2,089 95	152 66	0 88	29 83		300 00	6 00	
Holmesdale	390 99	514	11,220 05	57 99	83	783 56	168 72	1 90	28 37	8 19	190 00	16 00	
Hilton	319 46	57	522 97	3 71	10	107 63	23 70	0 11	1 40		123 00		
Hintonburg	582 13	158	2,617 52	19 18	107	1,473 12	99 02	0 58	7 07		200 00		
Holland Centre	290 80	126	1,688 19	10 10	31	909 36	47 80	1 00	4 98		150 00	16 00	
Holland Landing	194 67	103	1,976 38	10 30	28	297 84	65 13	0 83	5 27		80 00		
Hollen	124 77	60	854 56	4 98	17	243 68	14 00	0 31	2 38		69 00		
Holstein	423 69	530	6,558 40	40 31	94	1,320 06	134 57	0 78	16 64	4 78	210 00	60 00	
Honeywood	182 49	383	8,538 03	41 98	29	323 90	69 06	1 46	21 71		90 00		
Horning's Mills	621 42	478	8,162 97	44 56	109	1,253 55	215 86	1 12	20 62		260 00	30 00	
Humberstone	502 36	295	2,890 39	22 17	76	976 14	50 57	1 76	7 77	2 68	327 00		40 00
Huntsville	3,443 53	1,930	26,881 62	177 14	644	11,082 02	1,393 82	13 73	73 05	38 70	920 00	36 00	140 00
Ilderton	355 81	223	4,045 37	32 86	58	594 21	93 98	0 72	10 47		170 00	8 00	
Ingersoll	11,305 17	1,739	17,844 40	137 59	4,882	103,012 41	3,719 04	11 46	53 50	39 09	*3,133 92	196 00	94 98
Inglewood	461 74	260	2,836 86	19 93	43	633 46	155 65	1 59	7 09		200 00		
Innerkip	448 53	253	4,399 86	25 42	42	770 20	89 85	0 77	11 46		180 00		
Inverary	127 26	112	2,295 49	13 02	26	519 60	9 26	0 41	6 08	0 39	67 00		
Invermay	100 91	89	1,770 42	9 73	26	937 27	58 20	0 68	4 58		68 00		
Inwood	516 35	166	3,110 36	18 79	51	942 70	100 62	3 81	8 58		184 00	2 00	
Iona	192 28	247	2,281 50	16 92	25	436 54	47 95		5 87		95 00		
Iron Dale	200 28	17	123 17	0 90	13	327 60	9 50		0 43		90 00		
Iroquois	2,344 45	831	13,618 65	85 01	450	7,389 61	579 06	7 09	37 59	110 47	780 00	100 00	120 00
Ivanhoe	146 32	130	2,933 13	14 27	11	107 56	40 40	0 23	7 40		84 00		
Jacksh	556 56	43	677 85	5 16	3	50 00	7 70	0 21	1 69		200 00		
James Street (Hamilton)	2,752 67	920	7,298 99	77 16	19	293 81	154 67	2 00	18 48	16 00	300 00		
Jamestown	112 99	42	765 86	3 91	2	56 00	26 34		1 91		80 00		
Jarvis	1,031 81	595	5,743 54	42 10	197	2,747 29	315 69	3 65	15 27	8 14	411 67	24 00	40 00
Jasper	398 54	251	4,948 43	25 44	33	523 76	90 39	1 21	12 84		186 00		
Jordan	379 06	310	4,447 64	29 53	92	1,411 19	76 90	1 04	11 62		150 00	10 00	
Kagawong	287 32	334	8,313 07	12 18	40	1,041 04	75 39	0 77	20 97		140 00		
Kars	388 79	258	5,088 71	26 10	25	689 82	41 82	0 97	12 72		170 00		
Keady	194 58	67	1,588 26	7 61	20	366 88	21 12	1 04	3 97		115 00		

Kearney	555 47	783	12,303 75	70 97	79	1,335 02	134 11	2 56	31 47	3 40	192 00											
Keene	405 93	245	5,500 87	28 74	83	1,957 03	76 01	2 27	14 16	19 63	180 00											
Kenabatin	1,093 21	926	8,992 23	68 38	77	1,591 90	123 14	1 39	22 67		440 43									40 00		
Kemptville	2,524 47	1,642	16,449 86	117 41	709	10,771 02	1,418 74	1 91	47 33	34 00	780 00	84 00								120 00		
Kenmore	267 06	126	2,475 78	13 46	43	589 67	48 80	1 99	6 18		120 00											
Kenwood	409 42	307	4,400 60	25 81	42	622 77	113 57	0 58	11 11		144 00											
Keswick	234 01	186	3,520 73	21 50	69	1,024 09	101 02	0 74	8 95		200 00	10 00										
Kettleby	297 89	195	1,648 86	24 07	182	1,391 07	382 11	1 23	11 66	12 31	132 00											
Kilsyth	215 38	101	1,844 32	10 51	30	417 73	32 16		4 88		124 00											
Kimberley	174 10	128	2,435 34	13 16	12	503 54	36 95	0 78	6 48		86 00											
Kinburn	351 41	296	7,432 48	37 16	39	979 38	44 50	1 55	18 73		156 00	20 00										
Kinsardine	3,320 90	981	13,393 67	87 88	919	16,548 71	990 58	17 55	41 40	48 34	1,140 00	140 00	200 00									
King	570 38	369	6,022 87	35 44	73	977 94	150 19	1 63	15 40	14 55	270 00	50 00										
Kingston	27,487 63	3,979	36,871 78	325 78	9,203	141,602 22	15,492 27	[4] 35 99														
King Street (Ottawa)	329 13	245	3,326 52	22 89	3	33 75	5 40	0 40	8 11	17 59	60 00											
Kingsville	2,169 20	1,612	15,904 46	124 60	571	6,184 59	970 58	5 57	42 19	10 46	580 00									80 00		
Kinmount	1,006 01	650	10,452 00	60 14	216	3,478 40	325 92	3 96	27 19	23 86	340 00	8 86								40 00		
Kintore	234 97	132	2,827 40	15 24	51	509 24	15 19	0 63	7 27		120 00											
Kippen	362 62	131	2,258 35	13 24	54	2,119 36	35 98		5 84	6 44	156 00	28 00										
Kirkfield	677 20	611	12,307 44	66 38	95	1,495 18	127 25	2 13	31 66	17 67	325 00	2 00	40 00									
Kirkton	512 66	218	1,911 08	27 78	57	1,138 76	79 70	1 42	12 64		185 00											
Kleinburg	251 07	201	2,575 92	15 89	46	1,294 75	58 65	0 51	7 51	8 06	108 00											
Klock	159 03	12	115 90	0 78	4	44 70			0 29		137 00											
Komoka	270 49	176	2,500 44	17 00	49	1,078 94	65 94	1 08	6 94		110 00											
Lakefield	1,502 63	588	9,767 98	59 73	387	6,586 66	480 32	7 25	30 61	29 02	561 66	140 00	80 00									
Lancaster	218 25	128	870 60	7 36	31	542 81	11 70		2 33		110 00											
Lake Dore	176 81	62	970 52	5 55	21	115 25	19 91	0 34	2 44		90 00	3 00										
L'Amable	231 26	53	755 71	4 61	20	302 28	19 94	0 10	2 19		100 00	50 00										
Lanark	343 23	96	1,333 80	10 05	53	588 66	142 53	0 49	3 57		195 00	2 00										
Lancaster Mills	270 90	184	2,333 46	15 02	59	698 80	203 07	0 65	6 35	4 24	150 00											
Lanark	1,282 56	1,068	24,879 44	151 15	195	3,138 69	323 69	3 71	63 11	43 29	480 00	48 00	60 00									
Launcaster	1,348 11	748	18,880 58	94 00	164	3,813 14	181 33	9 98	47 30	50 32	501 67	160 00	60 00									
Langton	324 31	205	3,002 00	21 22	40	768 11	91 59	1 49	9 23		164 00	1 00										
Lansdowne	750 14	148	5,015 36	34 18	119	1,892 66	200 17	1 39	13 41	21 26	330 00	40 00	40 00									
Lanvil	224 16	89	1,867 46	9 06	14	1,188 93	28 03	0 97	4 58		110 00	10 00										
Leamington	3,444 05	1,498	16,119 69	113 91	803	10,651 63	1,306 11	7 42	44 14	12 31	960 00	40 00	140 00									
Le Breton Flats	1,818 42	393	4,849 39	31 28			33 40	0 35	12 12		400 00		80 00									
Lefaivre	273 02	44	1,845 68	8 55	45	1,388 74	39 80	0 69	5 01		120 00											
Lefroy	283 65	254	4,499 45	23 77	154	2,132 44	148 31	2 02	11 82		150 00											
Lemieux	78 34	71	1,179 07	7 36	10	296 80	1 20	0 52	3 66		97 00											
Lennox	10,056 07	2,195	32,188 72	196 28	2,629	49,175 39	3,960 22	19 15	88 51	10 54	2,700 00	120 00										
Leonard	309 42	191	3,329 91	16 65	50	1,109 84	72 13	0 66	8 96		244 00											
Lesage Head	99 35	872	13,224 13	74 66	68	1,571 65	179 27	0 82	33 19		200 00	20 00										
Leslie	349 65	511	7,600 53	35 97	42	840 29	38 26	0 37	19 65		184 00											
Lethbridge	4,369 91	1,641	15,673 88	122 34	1,131	17,652 14	1,797 15	9 37	4 97	2 65	1,700 00		180 00									
Lewis Harbour	229 41	393	11,486 64	62 41	127	1,749 82	290 44	5 60	29 25	21 20	285 00	19 00										
Lewis Outport	1,091 65	1,761	18,387 79	250 79	243	5,513 45	493 74	3 35	129 58	44 6	1,040 00		40 00									
Lieutenant	11 24	25	65 3 74	3 67	30	769 65	51 14	1 36	1 95		16 00											

[1] Accounting from January 1, 1901. [2] Accounting from November 1, 1900. [3] Including commission on fees, rents, [4] Salary, &c., [5] Auditor General's Report. [6] Commission on non-accounting offices &c.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Lambeth	366 40	291	5,114 91	28 44	129	1,455 40	88 21	1 95	12 92		164 00		
Lansing	69,898 76	6,783	62,675 37	540 97	29,383	171,260 36	16,508 84	158 36					
Lansing East	4,370 04	2,172	20,370 09	170 16	307	3,940 00	420 32	1 39	56 59	44 06	600 00		100 00
Lansdowne Junction	387 57	215	1,746 70	16 62	30	687 64	48 50	0 36	4 73	3 19	172 00		
London South	873 81	202	2,436 00	21 05	107	1,104 42	79 85	1 04	6 56		156 00		
London West	315 20	177	1,417 77	12 27	79	1,123 35	156 25	1 29	4 92	0 02	120 00		
Longford Mills	338 25	88	1,057 05	7 56	34	892 21	67 40	0 91	2 67		132 00		
L'Orignal	926 24	737	9,493 53	63 02	230	1,462 31	142 80	1 97	24 67	27 63	380 00	8 00	10 00
Loring	318 06	113	2,876 03	14 94	24	724 86	25 05	1 35	7 86	0 81	140 00		
Lucan	1,128 71	462	6,207 14	43 10	235	3,462 62	296 95	6 09	16 23	5 53	480 00	10 00	60 00
Lucknow	2,329 74	985	13,686 03	86 72	513	7,967 99	644 20	6 28	38 57	16 04	789 50	126 83	120 00
Lunenburg	327 00	96	869 80	7 94	25	430 10	57 33	0 70	2 53		150 00		
Lyn	643 78	319	4,404 17	28 82	192	5,320 90	254 64	2 56	11 19	19 76	280 00		
Lyndon	328 16	85	1,225 62	7 15	64	624 60	128 46	0 84	3 10		170 00	7 50	
Lyndhurst	474 31	551	8,209 05	47 65	41	897 14	90 35	0 65	20 57		210 00		
Lyndoch	275 82	345	5,061 92	30 24	61	1,170 09	209 03	1 31	12 81		142 00		
McDonald's Corners	265 27	162	1,660 38	21 79	32	583 45	32 32	1 29	11 61		115 00		
McKellar	207 24	277	5,109 33	29 92	29	457 97	55 50	1 60	12 86		85 00	4 00	
McLaren's Depot	88 35	130	2,678 90	13 17	15	271 80	33 55	0 57	6 69	0 69	47 00		
Maberley	525 31	17	1,128 93	5 94	30	476 82	17 99	0 54	2 97		180 00	4 00	
Madoc	2,806 28	1,332	15,648 40	106 48	836	16,561 67	1,295 09	6 71	13 24	10 22	860 00	100 00	120 00
Magnetawan	160 56	618	9,646 27	58 55	107	2,564 11	225 28	2 29	25 12	17 11	225 00	8 00	
Maitlandtown	305 31	263	1,396 42	25 57	58	1,045 98	68 60	2 18	11 40		190 00	120 00	
Mamilla	232 14	178	2,580 37	15 50	69	1,152 92	185 92	1 40	7 23		135 00		
Manitowaning	785 96	1,139	28,182 32	141 62	233	6,585 72	192 91	3 90	72 86	12 99	366 00	70 00	40 00
Manstuck	550 39	617	19,231 60	90 69	258	3,100 18	439 27	2 29	18 30	42 12	230 00		
Maple	443 46	177	4,868 63	24 82	50	1,033 18	60 61	0 33	12 56	16 16	225 00	20 00	
Markdale	2,006 63	1,259	15,931 07	101 89	476	8,031 50	632 69	9 02	42 23	12 95	560 00	20 00	80 00
Markham	2,296 61	567	6,180 39	45 90	548	10,470 76	791 71	3 23	17 70	2 68	700 00	66 00	100 00
Markstay	206 16	249	2,750 75	18 04	11	351 69	29 25	0 56	6 84	3 78	160 00		
Marksville	398 31	299	5,684 56	31 93	55	1,125 95	17 85	2 92	14 78		140 00	6 00	
Marlbank	379 35	394	4,732 37	31 69	24	511 39	50 56	1 02	12 21	3 50	150 00	4 00	
Marmora	1,373 48	1,210	16,122 52	107 39	198	4,214 49	294 18	5 70	41 82	13 75	440 00	2 33	60 00

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.E. business.	Salary	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Newstadt	553 80	325	4,899 07	34 30	63	600 37	149 65	0 54	12 74	27 16	287 50	6 00	
Newtonbrook	654 99	458	8,405 82	44 23	110	1,545 52	144 61	1 56	22 15	25 60	330 00	30 00	10 00
Newtonbrook	876 81	514	4,843 67	33 95	162	2,795 88	429 37	3 00	12 83	9 24	350 00	6 00	10 00
Newtonville	648 52	578	6,081 27	42 78	141	1,964 42	114 10	0 90	15 83	23 79	280 00	4 00	
Newcastle	901 68	797	6,409 41	50 85	209	2,473 79	240 96	1 59	17 24	0 56	431 67	108 00	40 00
New Dundee	451 72	318	4,420 52	31 12	64	903 92	64 05		11 33	2 97	210 00		
New Edinburgh	1,120 72	232	1,698 07	18 28	30	510 87	7 40	0 99	5 16	5 73	140 00		
New Germany	111 69	188	3,407 94	20 59	52	671 86	49 27	0 55	9 33		53 00		
New Hamburg	1,996 34	694	8,780 95	58 68	505	11,773 13	601 42	4 67	22 68	17 58	630 00	24 00	100 00
Newington	451 08	192	4,831 24	26 23	41	592 66	125 80	3 39	12 14		180 00		
§New Liskeard	400 47	165	2,418 20	15 28	56	1,941 06	124 22	1 71	6 08		156 00		
New Lowell	481 48	298	5,885 78	31 61	101	1,384 76	132 17	1 50	15 07		212 00		
Newmarket	3,201 94	1,088	13,589 55	89 78	811	9,743 81	1,361 65	8 22	36 62	12 09	980 00	60 00	140 00
Newton	328 73	435	10,001 76	50 62	46	508 15	123 91	2 65	25 13	19 77	190 00	36 00	
Niagara	1,958 13	763	7,770 63	55 56	291	4,329 28	632 22	2 34	23 53	35 85	700 00	40 00	100 00
Niagara Falls	5,846 21	1,208	11,996 96	94 32	972	9,464 96	5,936 81	19 14	57 47	68 67	1,738 97	360 00	
Niagara Falls, Centre	936 62	158	2,044 10	12 97	34	137 67	97 47	0 26	5 57		200 00		
Niagara Falls, South	1,367 33	1,204	13,992 01	99 97	287	4,178 10	454 38	1 91	37 98	33 99	480 00		60 00
Nobleton	502 13	202	5,706 69	27 74	36	732 08	72 43	0 51	14 27	20 95	180 00		
Norland	215 75	42	1,389 41	5 90	29	656 66	45 75	0 90	3 42		100 00		
Norman	332 29	359	3,381 85	27 42	14	691 49	22 70	0 19	9 20		256 00		
North Augusta	482 62	804	16,772 14	88 11	99	1,894 11	158 32	2 16	44 06	23 84	220 00		
North Bay	3,325 35	1,393	14,497 30	107 30	756	11,711 49	1,325 70	8 85	37 55	58 60	1,060 00	50 00	160 00
North Gower	550 07	417	6,348 96	37 72	97	2,614 28	180 55	1 92	17 71	53 32	266 00	20 00	
North Lancaster	339 10	375	11,004 21	52 45	51	1,032 08	108 16	1 07	27 70		140 00		
North Toronto (Toronto)	2,211 26	519	5,047 14	47 72	160	2,537 38	226 56	1 73	14 50		200 00		
North Williamsburg	358 66	324	5,077 77	30 23	21	389 22	25 83		12 76		150 00		
Norval	389 72	296	3,127 15	21 02	132	2,666 92	96 21	0 66	8 07		185 00		
Norwich	2,697 99	2,394	26,562 61	182 19	830	9,516 77	1,031 63	5 07	71 43	10 52	840 00		120 00
Norwood	2,049 31	1,119	11 835 21	80 78	445	7,123 74	653 19	3 24	31 31	11 71	670 00	20 00	100 00
Nottawa	259 82	301	3,361 71	23 52	67	1,190 01	47 50	0 85	9 39		145 00	10 00	
Novar	542 72	271	1,067 77	24 58	65	734 28	205 13	2 56	10 39		248 00	16 00	
Oakland	128 75	102	1,889 77	11 52	42	342 11	93 96	0 15	4 92		56 00		

Oakville	2,479	04	845	11,775	64	80	64	496	7,592	17	709	67	4	14	33	98	31	66	780	00	16	00	120	00
Oakwood	597	46	179	10,558	80	56	45	86	1,077	19	241	24	2	17	29	54			220	00				
Odessa	426	18	714	15,713	21	84	50	153	2,612	55	178	47	1	38	39	98	21	82	200	00	8	00		
Ohswekken	112	37	53	803	23	4	99	16	133	08	30	80	0	38	2	27			44	00				
Oil City	273	84	273	4,322	81	24	58	45	775	54	89	28	0	73	10	99			145	00	1	00		
Oil Springs	1,136	79	1,167	17,979	74	192	66	233	3,956	47	376	75	2	21	46	82	29	55	430	00	29	00	60	00
Omagh	120	57	28	666	91	3	56	5	38	88	2	60	0	13	1	67			52	00				
Omemee	1,261	38	762	15,868	05	82	09	168	2,157	51	240	39	3	71	40	34	66	66	440	00	3	00	80	00
Orangeville	4,598	48	706	9,455	91	59	39	1,061	14,987	58	1,908	55	7	31	28	82	15	16	1,388	88	60	00		
Orillia	10,888	55	1,654	24,880	21	163	71	3,080	42,751	81	6,849	74	26	78	76	62	76	76	2,771	87	100	00		
Orono	851	60	264	12,728	07	76	56	134	1,735	70	351	88	2	59	32	39	38	15	344	00			10	00
Orrville	207	57	305	2,649	78	20	23	18	391	75	22	40	0	10	6	62	6	84	110	00	20	00		
Orwell	85	16	113	1,620	79	9	55	13	196	54	19	78	0	60	1	14			50	00	6	00		
Osceola	417	45	121	2,852	85	17	20	23	224	49	4	25	0	14	7	14	1	37	160	00				
Osgoode Station	273	50	15	299	16	4	54	12	351	79	38	47	0	47	0	86			150	00	16	00		
Oshawa	6,388	94	1,002	10,285	29	81	23	2,143	45,263	73	1,749	46	10	67	32	14	39	05	1,849	00	52	00	280	00
Otonabee	177	84	19	813	00	4	32	6	383	25	15	84	0	92	2	05			100	00				
Ottawa	76,986	61	10,435	153,161	53	1,252	09	16,227	275,282	10	25,620	26	149	02										
Otterville	914	54	122	4,000	17	32	06	175	1,939	00	346	77	2	26	10	82	1	18	360	00			40	00
Owen Sound	13,013	51	3,601	18,349	03	339	76	5,745	56,183	49	6,873	08							3,177	63			600	00
Oxford Mills	344	20	152	4,824	22	31	78	32	674	18	45	89	0	25	12	35			180	00				
Ozenkeek Centre	348	90	141	3,624	40	17	80	37	589	78	96	43	1	42	9	17			165	00				
Paisley	2,242	58	1,331	18,258	54	111	14	515	10,010	04	709	54	6	40	49	14	28	62	785	33			140	00
Palermo	911	80	1,055	13,395	54	81	22	133	2,126	02	170	90	1	55	33	95	8	15	390	00	4	00	40	00
Palermo	228	63	295	4,246	25	26	78	42	552	44	46	25	0	88	11	03	2	19	95	00				
Palgrave	508	42	192	3,931	24	20	47	34	416	64	43	74	1	31	2	98			150	00				
Parkersdale	2,858	60	1,462	12,805	26	160	16	679	10,477	35	1,051	54	5	69	33	46	10	87	800	00	25	00	120	00
Parry Avenue (Toronto)	987	50	295	2,804	69	23	11	44	603	44	168	29	0	60	7	11	2	28	75	00				
Parry	1,468	75	1,432	12,079	74	99	31	879	10,770	00	1,508	55	4	75	35	75	25	53	1,260	00			220	00
Parry Sound	790	87	931	2,393	92	16	54	94	1,581	66	118	45	1	00	7	58	3	10	360	00	20	00	40	00
Parkdale	9,984	05	2,005	22,374	39	188	29	981	14,524	12	3,279	39	7	33	64	51	85	14	600	00			200	00
Parkersville	55	10	78	509	40	4	95	20	406	65	11	60	0	26	1	48	0	80	28	00				
Park Hill	2,272	50	1,737	17,435	15	121	89	556	8,791	77	639	10	3	21	48	61	7	03	779	16	160	00	120	00
Parliament St. (Toronto)	6,578	65	1,166	10,858	89	98	28	350	6,206	12	1,313	53	3	19	28	19	31	90	400	00				
Parry Harbour	187	21	169	7,224	60	44	58	51	632	28	77	93	0	79	18	12	3	32	190	00	4	00		
Parry Sound	3,389	83	1,825	32,906	37	198	56	705	10,237	61	1,366	96	16	40	86	46	61	93	880	00	100	00	120	00
Pearl Street (Hamilton)	1,498	49	449	2,870	43	30	35	3	38	00	26	30	0	73	7	00	2	48	185	33				
Pelee Island	915	78	886	17,848	42	105	62	199	4,572	10	441	75	0	25	46	60			100	00	4	00		
Penetanguishene	7,508	78	1,849	22,466	46	162	09	1,607	30,374	30	2,329	83	11	29	60	46	148	86	2,196	78	140	00		
Penetanguishene	230	03	97	2,448	89	12	80	11	1,538	42	34	65	1	32	7	94	17	42	120	00	4	00		
Penetanguishene	2,646	62	1,513	19,998	15	125	77	109	7,412	07	731	10	7	65	51	20	60	52	750	00	24	00	100	00
Penetanguishene	1,064	80	1,880	20,355	21	144	45	1,376	19,124	59	1,991	36	8	22	56	47	56	10	1,450	00	200	00	240	00
Penetanguishene	18,904	60	3,886	14,409	90	339	57	4,702	86,151	78	6,888	81							4,650	00				
Penetanguishene	6,897	75	2,141	24,788	60	216	11	493	7,556	24	1,559	18	7	74	63	21	93	58	600	00				
Peterborough	6,245	91	3,047	38,148	46	248	67	1,164	18,894	72	1,204	62	7	90	114	67	82	74	2,277	97	16	00		
Petrolia	796	35	214	3,469	21	20	51	39	863	18	88	17	1	28	11	53	1	97	150	00	20	00		
Pickering	264	69	77	1,446	00	8	18	16	120	99	48	95			3	94			110	00				
Picton	96	14	783	10,857	77	66	35	236	4,390	90	356	51	1	81	28	94	1	60	350	00			40	00

[1] Late Thorold.

[2] Including [illegible] on Contracts. [3] Salary, &c., entered in Auditor General's Report. [4] Commission to manage sinking offices, &c.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post masters on P. N. business.	Compensation paid to Post masters on M. O. business.	Compensation paid to Post masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Picton	6,262 42	1,092	12,400 09	89 50	1,137	16,282 36	2,195 51	.....	.....	.....	1,486 00	.....	260 00
Pinkerton	411 80	103	2,058 21	11 87	30	564 35	37 59	0 45	5 13	.....	180 00	10 00	.....
Plantagenet	787 86	438	9,427 16	51 71	132	3,128 39	113 05	0 70	28 75	70 64	340 00	48 00	40 00
Plattsville	1,199 51	557	8,536 74	52 36	144	2,726 16	303 43	3 12	21 62	56 20	460 00	.....	60 00
Plevna	210 24	128	1,610 31	10 01	22	577 16	35 20	0 49	4 16	1 91	80 00	20 00	.....
Point Edward	654 49	160	902 94	9 35	128	1,075 28	138 35	0 92	2 90	.....	330 00	.....	10 00
Pontypool	603 29	197	2,365 25	14 47	53	1,074 91	32 70	0 37	6 03	.....	320 00	54 00	10 00
Port Arthur	5,864 03	2,531	55,074 36	448 58	477	8,034 14	692 94	12 56	143 96	33 19	1,558 85	.....	.....
Port Burwell	614 72	855	19,090 35	101 16	80	1,605 08	105 17	3 40	49 97	17 83	302 00	30 00	.....
Port Carling	602 95	378	5,659 06	37 46	184	4,281 06	387 91	3 61	15 70	12 64	240 00	25 00	.....
Port Colborne	2,129 90	860	11,716 24	76 79	306	5,573 34	371 17	4 93	32 63	35 81	688 55	20 00	.....
Port Credit	690 27	207	3,792 52	22 30	102	1,267 85	197 52	1 50	9 72	10 65	300 00	.....	.....
Port Dalhousie	908 13	495	1,353 16	36 90	178	1,789 67	188 09	0 27	12 03	13 97	290 00	.....	.....
Port Dover	1,627 42	1,412	16,941 82	111 46	397	4,590 05	447 63	2 75	46 37	25 65	570 00	10 00	80 00
Port Elgin	2,032 98	1,277	14,229 34	99 71	535	8,001 74	759 90	5 65	37 09	6 00	731 66	80 00	100 00
Port Hope	7,140 11	1,968	15,314 56	114 76	1,581	25,964 85	2,426 31	17 28	48 67	43 61	2,388 91	200 00	.....
Port Lambton	332 91	480	8,970 73	47 14	88	2,062 13	33 68	1 18	25 38	.....	140 00	.....	.....
Portland	380 01	244	3,957 45	24 85	18	1,312 67	106 80	1 70	10 02	.....	170 00	.....	.....
Port Perry	2,571 72	1,119	10,220 56	76 06	1,007	12,913 99	1,639 14	4 15	32 97	8 27	820 00	8 00	120 00
Port Robinson	475 80	63	825 04	5 08	67	904 40	85 93	1 03	2 73	.....	170 00	2 00	.....
Port Rowan	1,133 93	1,121	10,287 69	79 14	211	3,503 38	239 48	1 35	28 50	19 06	460 00	70 00	60 00
Port Ryerse	56 60	91	729 80	6 31	15	282 22	13 19	.....	2 49	.....	40 00	.....	.....
Portsmouth	837 76	137	1,233 83	9 81	54	881 54	7 90	0 30	3 32	.....	280 00	.....	.....
Port Stanley	793 23	492	6,413 94	39 69	157	1,883 37	120 99	1 08	17 29	8 55	320 00	.....	40 00
Port Sydney	266 94	394	4,266 85	28 43	98	2,163 43	39 99	0 27	13 09	6 40	141 00	.....	.....
Powassan	998 46	644	10,537 50	62 33	135	2,754 39	203 50	3 86	26 59	11 43	350 00	12 00	40 00
Prescott	4,741 34	1,063	13,447 79	93 01	802	12,637 88	1,266 28	3 32	49 40	255 16	1,658 65	460 00	.....
Preston	3,504 90	1,096	9,474 53	77 28	642	9,431 03	933 54	3 79	27 36	31 54	900 00	8 00	140 00
Priceville	388 14	430	8,545 11	48 08	113	2,859 73	173 82	1 32	25 17	7 02	200 00	6 00	.....
Princeton	545 86	330	6,340 73	35 49	92	925 47	184 95	4 47	16 42	3 91	265 00	.....	.....
Puslinch	149 66	200	3,816 79	20 65	14	409 00	22 80	1 45	9 82	3 31	60 00	2 00	.....
Queensborough	203 82	155	1,974 48	12 50	22	460 16	32 65	0 94	5 00	.....	114 00	.....	.....
Queenston	421 13	192	2,637 29	17 04	134	6,642 38	56 22	0 47	6 89	.....	170 00	.....	.....

Queen St. (Cars) Toronto	1,395 50	275	3,045 42	32 50	14	166 65	82 90	0 68	7 78	0 13	93 48											
Queen St. East (Toronto)	4,393 52	1,547	15,930 17	143 55	292	5,029 79	696 16	4 76	45 96	59 64	360 00											
Queensville	301 26	364	5,441 97	31 54	63	794 91	90 67	0 25	13 85		120 00	10 00										
Rathbun	139 93	84	1,262 58	7 28	12	76 38	11 00	0 59	3 27		60 00											
Rat Portage	9,208 16	2,842	37,664 87	288 54	882	16,728 48	1,116 08	5 70	97 54	50 47	3,060 91	67 50	25 00									
Renfrew	4,437 11	1,491	18,004 71	120 41	936	16,075 99	1,680 05	7 16	48 06	101 49	1,329 17	120 00	220 00									
Renwick	213 61	67	963 18	6 26	62	636 47	22 60	1 05	2 44		140 00											
Rhineland	26 79	19	115 76	1 43	2	45 00			0 40		24 00											
Ridgeville	303 79	73	2,199 97	10 88	19	269 98	59 80	0 76	5 56	20 80	161 00											
Richards Landing	615 44	568	11,333 83	61 54	130	2,343 57	108 36		29 03		240 00	2 35										
Richmond (Wentw.)	432 58	704	16,014 96	81 05	70	791 11	96 35	1 66	10 29	19 61	235 09											
Richmond Hill	776 59	330	8,251 45	33 55	248	4,438 67	393 72	1 54	15 84	8 68	360 00		40 00									
Richwood	290 92	81	1,615 56	8 77	19	240 29	16 60	0 35	4 05		140 00											
Ridgetown	3,346 03	1,628	17,440 04	126 23	702	9,404 63	1,351 85	8 20	46 79	9 67	1,000 00	8 00	160 00									
Ridgeway	1,277 55	625	8,889 15	56 27	521	3,895 68	796 43	2 77	23 59	38 54	400 00	4 00	40 00									
Ripley	1,249 81	603	8,066 04	52 33	252	4,302 92	791 93	2 64	24 08	39 45	432 04	20 00	60 00									
Riverdale	178 88	91	2,607 35	13 92	27	578 93	27 60	0 72	6 54		80 00											
Riversdale	2,300 88	543	5,340 83	62 18	138	1,833 70	690 16	3 41	14 30	26 75	400 00		200 00									
Rockingham	178 05	157	3,351 44	18 12	26	385 70	73 92	0 52	8 36	9 66	100 00	16 00										
Rockland	1,161 67	367	7,656 44	44 08	122	2,046 61	184 78	1 39	20 04	27 42	500 00		60 00									
Rodney	298 86	168	2,353 02	14 39	26	393 91	46 25	0 41	5 78		88 00	20 00										
Rockwood	719 65	182	6,916 27	44 11	221	1,896 40	152 18	4 15	18 08	9 09	250 00											
Rosseau	1,308 80	878	12,466 25	72 08	241	3,048 60	280 74	5 94	31 92	48 55	460 00	10 00	64 00									
Rosemont	376 85	193	4,408 89	21 38	91	1,328 67	60 43	1 42	11 50	4 77	160 00	5 00										
Rosemount	348 17	397	7,770 86	39 28	46	1,020 88	65 44	2 28	26 16		180 00											
Rosseau	661 65	195	7,205 64	43 72	177	3,395 90	197 10	2 85	19 81	23 69	295 00	30 00										
Rosseau	256 19	345	4,488 67	28 22	91	1,153 64	69 76	1 20	11 15	6 63	120 00	10 00										
Rosseau Station	165 45	292	7,511 95	34 74	38	343 64	27 90	0 57	18 57		76 00											
Rosseau Road Toronto	2,217 42	545	3,124 72	47 69	155	2,895 70	468 60	1 80	14 27	26 43	360 00											
Rosseau	673 82	506	15,963 84	77 11	125	2,144 95	438 04	2 37	40 20	44 85	250 00	12 86										
Rutherford	225 79	136	2,675 67	14 94	31	593 70	40 56	0 72	7 02		150 00											
Ruthven	315 57	382	5,345 46	35 99	66	878 45	140 68	2 66	14 15	4 47	140 00	12 00										
St. Anns	133 67	182	3,240 83	18 10	35	1,052 71	87 64	1 58	8 16		80 00	7 67										
St. Catharines	16,382 07	2,123	25,364 11	206 05	1,313	54,409 77	6,176 27	26 91	86 29	135 02	4,454 47	12 00										
St. Clements	257 45	201	4,115 57	26 29	107	1,355 52	71 60	1 27	11 57		100 00											
St. Eugene	370 16	168	3,230 43	17 25	72	2,987 96	40 43	0 26	13 73		250 00	6 67										
St. Francis Road	1,395 75	530	5,172 41	56 41	450	6,641 72	691 84	2 64	14 32	9 79	440 00		40									
St. Isidore de Prescott	442 98	37	1,661 03	8 20	41	1,492 81	3 95		4 89		183 00											
St. Jacobs	433 96	328	5,385 44	23 64	32	1,321 12	70 02	0 79	9 27	4 47	220 00	20 00										
St. Joseph	177 93	61	1,185 06	6 48	4	107 90	0 80	0 10	2 36		30 00											
St. Mary's	3,322 00	320	2,632 18	26 40	61	780 78	200 46	0 59	6 76		70 00											
St. Marys	5,705 11	1,695	16,099 18	117 89	1,281	27,115 68	1,578 85		47 19	18 87	1,400 00	55 00	28 00									
St. Thomas (West)	17,043 21	3,870	31,737 19	257 78	4,324	65,870 34	6,669 06				5,143 84											
St. Vincent	424 73	424	4,873 44	36 48	79	1,400 15	99 53	1 61	15 31		120 00											
Sand Point	170 30	73	1,973 16	7 10	13	240 73	17 46	0 35	2 15		88 00											
Sandwich	672 69	183	1,943 18	14 79	118	1,373 73	545 80	1 16	8 21	1 97												
Sarnia	10,148 36	1,694	21,674 21	165 70	2,302	55,701 53	3,000 13	17 64	77 16		2,500 00	30 00	320 00									
Sault Ste. Marie	12,696 91	6,405	120,825 58	964 70	1,336	25,230 63	2,170 74	11 66	43		1,800 00	30 00	480 00									
Scarboro	317 46	84	1,702 92	9 50	16	294 99	7 00	0 22	4 43		48 00											

† Increase [illegible] on account of [illegible] ‡ Accounting from October 1, 1900. § Accounting from [illegible] Dec. 1, 1900. ‖ Accounting from August 1, 1900.

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Schomberg	771 77	253	5,796 55	33 50	100	2,082 36	207 24	3 40	15 21	68 09	310 00	.....	.....
Schreiber	551 70	329	6,149 46	38 32	69	1,018 61	101 52	1 80	15 65	19 51	328 00	.....	40 00
Scotland	334 76	396	5,135 88	33 45	79	776 76	105 82	1 15	13 83	6 66	150 00	.....	.....
Seaforth	4,082 06	1,157	14,182 65	96 99	1,133	14,194 09	1,652 25	6 86	41 93	70 47	1,322 33	160 00	200 00
Sebringville	401 22	306	4,066 98	26 62	74	1,084 22	139 54	0 52	10 43	.....	215 00	20 00	.....
Seeley's Bay	353 11	653	14,640 93	77 16	61	1,041 80	142 64	1 32	37 53	.....	180 00	.....	.....
Seguin Falls	286 67	192	4,701 19	24 28	17	365 25	22 20	0 47	11 75	.....	125 00	20 00	.....
Selkirk	585 06	849	23,388 36	118 21	152	2,603 26	262 64	1 61	58 72	.....	220 00	4 00	.....
Severn Bridge	587 26	398	6,854 29	39 74	67	1,265 23	130 88	1 93	18 05	.....	200 00	4 00	.....
Shakespeare	431 21	285	4,579 45	29 20	116	2,668 20	127 32	1 82	11 79	6 05	235 00	.....	.....
Shallow Lake	499 52	624	8,794 41	54 84	45	743 85	67 99	2 44	22 02	5 97	178 00	4 00	.....
Shannonville	428 72	598	13,465 66	67 43	98	941 38	206 92	1 44	34 34	0 58	260 00	24 00	.....
Sharbot Lake	406 26	185	2,496 31	16 37	37	467 85	64 40	2 00	6 28	.....	210 00	3 00	.....
Sharon	168 13	80	1,189 71	7 19	38	728 87	31 46	0 46	3 14	.....	80 00	46 70	.....
Sheddenville	333 90	115	1,188 32	7 36	52	395 41	108 62	.....	3 05	.....	170 00	5 00	.....
Shelburne	2,547 77	1,214	20,191 21	113 93	654	8,906 02	1,124 62	7 43	53 00	54 42	800 00	6 00	120 00
Simcoe	5,818 67	1,218	11,054 33	92 19	1,271	16,347 20	2,209 02	14 68	33 31	5 46	1,660 00	93 33	240 00
Singhampton	278 20	334	5,584 72	31 08	57	658 53	146 72	1 01	14 31	.....	145 00	.....	.....
Smith's Falls	8,417 49	2,216	29,333 48	197 35	2,008	35,252 36	2,073 39	19 60	77 81	88 15	*2,542 80	80 00	.....
Smithville	799 26	1,188	19,673 88	107 16	214	2,913 70	373 31	3 44	49 96	95 30	360 00	16 00	40 00
Sombra	413 30	585	9,933 64	57 58	120	2,041 50	99 18	1 61	25 78	.....	160 00	20 00	.....
Southampton	1,589 54	929	13,968 43	81 96	328	5,147 74	561 81	1 83	36 03	14 31	570 00	20 00	60 00
South Indian	318 09	314	4,612 79	27 98	69	1,445 61	48 07	1 76	12 75	.....	141 00	6 00	.....
South Mountain	532 04	71	1,096 18	8 18	57	934 15	147 28	2 73	3 02	.....	220 00	.....	.....
South River	509 59	489	4,301 31	31 34	96	1,644 26	118 65	1 89	12 07	12 18	210 00	16 00	.....
South Woodslee	449 72	462	9,900 44	50 92	51	647 08	74 83	1 76	24 90	.....	180 00	.....	.....
Spadina Ave. (Toronto)	14,133 26	2,485	24,578 62	233 21	1,064	16,647 84	3,404 72	12 28	67 16	95 48	600 00	.....	250 00
Sparta	350 08	503	8,685 59	49 94	77	1,352 13	149 72	0 82	22 58	.....	141 00	.....	.....
Spencerville	488 10	398	8,262 84	43 75	277	1,966 57	907 54	4 33	21 76	67 57	210 00	8 00	.....
Spragge	312 41	128	2,280 67	12 54	4	29 80	25 18	1 60	5 72	.....	120 00	.....	.....
Spring Brook	199 41	390	8,823 71	45 14	21	272 30	80 20	1 25	22 07	.....	116 00	.....	.....
Springfield	668 09	728	9,585 52	59 76	119	1,829 17	316 86	3 28	24 36	2 02	260 00	.....	.....
Springford	329 82	78	1,807 36	10 12	74	1,199 69	78 31	1 98	5 42	.....	140 00	.....	.....

Sprucedale	553	14	547	7,780	80	46	17	79	1,544	51	178	21	2	13	21	06			220	00	6	00		
Staples	262	82	431	6,222	41	39	46	51	673	71	75	43			15	70			124	00				
§Station B. (Toronto)	21,762	23	2,283	25,080	65	242	95	145	1,613	21	1,528	42												
Stayner	1,727	99	868	10,506	74	70	15	457	7,963	50	632	31	2	94	29	64	23	89	690	00	16	00	80	00
Stella	253	24	258	5,462	35	31	51	101	2,492	18	103	30	1	26	18	23	2	30	112	00				
Steven St. (Hamilton)	1,157	73	541	1,198	47	40	20	8	77	69	63	75	0	34	10	52	1	49	240	00				
Stevensville	345	92	568	8,328	98	51	63	59	1,046	97	69	82	1	94	21	41	25	84	160	00	6	00		
Stewarton	1,615	74	414	3,890	24	32	15	1	2	00	52	61	2	14	9	72			50	00				
Stirling	1,405	12	1,704	21,272	92	135	68	307	4,866	76	551	50	3	89	55	31	20	21	190	00	50	00	60	00
Stirton	86	83	80	1,019	91	6	14	16	220	74	37	20			2	57			45	00				
Stittsville	350	57	114	2,927	08	14	58	44	675	42	42	92	1	06	7	35			150	00	18	00		
§Stoco	221	73	63	1,037	91	8	10	4	21	50	59	32	0	36	3	59			80	00				
Stony Creek	481	03	343	4,995	43	33	52	107	1,535	74	148	49	0	74	13	56	1	51	170	00	24	00		
Stouffville	2,021	38	816	12,942	19	79	58	480	2,259	00	893	79	6	92	35	09	6	41	620	00	70	00	80	00
Strabane	107	20	93	1,651	52	10	04	16	508	53	32	25			4	89			57	00				
Strachan Ave. (Toronto)	9,438	72	764	8,182	16	72	08	123	2,283	51	202	70	2	84	20	66	19	68	400	00				
Stratford	13,931	90	3,897	36,365	25	289	13	3,889	55,197	99	5,191	45	16	12	111	16	101	77	3,672	37	266	00		
Strathcona	201	44	85	1,755	91	9	29	17	251	51	106	18	1	60	4	39	3	06	170	00				
Strathroy	4,933	15	1,388	16,120	60	110	40	953	13,995	57	1,358	92	12	49	45	93	29	59	*1,594	57	72	00		
Streetsville	681	54	246	4,657	31	25	93	284	3,538	84	424	09	3	13	13	86	39	59	336	00			40	00
Stroud	222	84	99	1,885	57	10	82	44	706	79	77	50	1	35	4	81			130	00				
Sturgeon Falls	1,842	56	513	7,940	58	49	95	308	6,424	92	517	55	4	09	22	66	20	28	567	00			60	00
Sudbury	5,031	15	2,692	40,179	80	268	85	639	11,825	67	983	79	6	49	104	34	95	44	1,128	00	40	00	160	00
Sunderland	794	83	649	8,746	63	53	85	145	2,708	92	292	52	2	41	22	89	8	03	345	00	10	00	40	00
Sundridge	803	69	1,456	21,078	79	125	22	201	3,569	84	384	10	3	25	53	10	17	53	360	00	7	00	40	00
Sutton (West)	1,046	67	483	8,423	05	50	10	237	4,023	64	406	30	2	46	23	16	48	12	104	00	36	00	40	00
Sydenham	662	69	542	11,659	27	60	85	178	1,367	83	181	08	2	56	30	37	52	31	260	00				
Tamworth	895	21	532	12,023	15	62	31	139	1,834	90	174	24	3	21	51	16	6	81	400	00	8	00	40	00
Tara	1,313	43	749	11,170	02	64	95	305	5,631	86	687	02	5	49	28	75	7	94	520	00	60	00	60	00
Tavistock	1,218	32	443	5,802	60	35	50	201	3,829	28	265	41	3	95	14	91	4	31	150	00			60	00
Teeswater	1,437	42	861	10,367	24	66	60	431	6,712	22	621	54	5	08	27	58	34	78	565	33	12	00	80	00
Thamesford	645	24	394	4,693	05	31	01	196	2,523	72	280	20	2	15	12	95	1	68	280	00	60	00		
Thamesville	1,680	32	376	5,875	36	38	99	286	3,816	35	388	35	4	90	16	84	44	55	560	00	30	00	80	00
The Brook	452	13	59	1,052	44	9	01	37	384	32	33	80			4	31			168	00				
Thedford	895	76	643	7,518	37	47	28	186	2,329	16	298	02	1	76	19	41	16	13	340	00	20	00	40	00
Thessalon	2,145	36	762	11,361	74	72	94	270	4,796	00	690	21	6	74	31	32	36	83	650	00	20	00	100	00
Thistletown	86	67	56	970	99	5	73	19	725	10	13	80			2	47			50	00				
Thorneloe	130	84	239	6,187	83	31	34	30	447	07	35	93	0	99	15	67			67	00				
Thornbury	1,179	26	1,201	15,491	51	97	03	411	6,012	80	559	28	3	56	40	99	39	58	480	00			80	00
Thorndale	561	15	455	9,340	57	50	74	74	913	82	65	54	1	31	24	30	0	07	180	00	1	00		
Thorneloe	1,458	60	201	4,736	38	26	08	45	665	19	243	50	0	76	11	96	12	28	500	00			80	00
Thornton	411	31	256	4,174	45	23	58	98	1,106	71	147	93	2	38	10	51			174	00	1	00		
Thorold	2,095	06	621	7,387	73	56	82	411	7,258	75	545	95	6	69	21	37	25	79	690	00			100	00
Tilbury	1,766	64	784	10,065	16	64	73	365	5,649	38	578	02	5	60	29	48	2	71	614	66	24	00	80	00
Tiverton	1,473	93	949	11,814	78	78	52	1,417	17,388	89	2,258	73	9	85	53	86	11	71	1,380	00	200	00	180	00
Tiverton	758	60	789	14,377	14	82	06	218	1,258	53	258	74	3	74	39	37	43	73	230	00	12	00	40	00
Toledo	314	33	627	12,586	04	66	20	51	477	06	177	28	1	70	31	72	10	64	140	00				
Toronto	481,479	71	17,019	209,836	52	2,003	37	239,397	3,024,905	00	425,184	84	*148	64										

*Including commission on bee cents. ‡ Office in charge of a clerk from Toronto post office. § Accounting from November 1, 1900.
†Salary, &c., entered in Auditor General's Report. †Commission to non accounting offices, &c.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Toronto Junction	3,834 65	1,411	12,318 00	106 62	1,095	13,993 99	2,625 69	8 04	40 33	20 61	1,129 17	.....	160 00
Tory Hill	110 77	59	1,156 33	6 25	22	541 01	23 34	1 01	2 97	.....	50 00	6 00	.....
Tottenham	1,161 59	815	9,111 05	58 46	361	3,838 74	589 52	2 43	22 86	63 45	120 00	70 00	40 00
Trenton	4,794 66	862	14,206 85	90 67	977	14,741 32	1,495 29	9 37	40 08	71 16	‡1,576 67	160 00	.....
Trout Creek	912 57	271	4,543 54	27 47	51	1,022 75	128 76	1 99	11 35	3 32	360 00	30 00	.....
Tullamore	65 93	38	748 68	4 16	6	148 09	3 50	.....	1 86	.....	30 00	.....	.....
Tupperville	292 45	200	4,321 63	23 65	16	313 38	50 75	2 06	10 81	.....	150 00	.....	.....
Tweed	1,770 72	297	3,296 13	21 28	327	5,338 73	541 00	1 98	10 58	.....	540 00	60 00	80 00
Uffington	166 85	99	1,952 22	11 23	39	521 56	40 18	1 40	5 00	.....	75 00	14 00	.....
Underwood	326 31	842	15,921 59	86 06	92	1,920 54	111 38	2 02	40 61	.....	155 00	.....	.....
Union	260 47	130	1,899 83	12 18	52	454 60	74 49	0 27	5 02	.....	110 00	.....	.....
Unionville	434 75	202	3,951 22	21 93	108	1,453 35	216 40	1 11	10 27	8 64	200 00	90 00	.....
Uphill	185 04	192	4,865 47	22 91	17	639 64	22 12	0 78	12 17	.....	100 00	.....	.....
Utterson	313 54	171	2,179 25	13 31	29	245 89	36 67	1 02	5 53	.....	132 00	50 00	.....
Uxbridge	2,844 06	1,406	17,548 20	113 17	524	8,150 21	1,053 45	8 09	45 90	10 30	960 00	40 00	140 00
Vankleek Hill	2,364 05	544	8,905 15	59 21	378	7,711 51	454 32	8 64	26 10	53 30	770 00	2 00	120 00
Varna	483 07	152	1,777 18	12 49	29	540 21	48 80	0 24	4 50	.....	170 00	.....	.....
Vars	432 78	134	2,588 28	15 96	36	836 11	74 76	0 79	7 99	.....	180 00	.....	.....
Ventnor	244 27	174	2,733 43	16 31	15	295 06	23 60	0 83	6 84	.....	90 00	.....	.....
Vernon	316 64	168	2,289 90	15 37	28	888 74	21 75	0 83	6 62	0 60	126 00	.....	.....
§Verona	311 59	62	794 54	5 24	18	284 05	62 20	2 32	2 06	.....	116 00	.....	.....
Victoria Harbour	808 01	718	9,724 18	58 69	74	1,264 00	116 44	2 22	24 62	14 94	270 00	.....	.....
Vienna	602 05	395	7,769 09	43 28	146	1,527 37	127 11	3 82	20 50	16 05	267 50	.....	.....
Virginia	231 07	79	2,818 50	12 66	23	586 47	27 62	1 07	7 04	.....	80 00	.....	.....
Vittoria	481 20	340	3,903 72	26 25	124	1,510 42	212 01	1 78	10 16	0 95	200 00	16 00	.....
Wabigoon	595 71	211	3,336 06	21 37	53	1,370 99	104 30	1 08	9 12	0 60	345 00	56 00	40 00
Wabnapitae	415 89	200	3,248 49	20 01	11	191 80	72 05	0 99	8 27	.....	239 00	.....	.....
Wales	525 03	244	4,793 49	25 87	77	993 29	117 13	2 84	12 31	21 39	240 00	63 26	.....
Walkerton	6,088 17	1,392	12,980 74	99 09	2,745	28,108 51	7,954 77	14 54	36 75	31 66	‡1,620 15	100 00	.....
Walkerville	5,626 02	1,151	10,887 67	89 86	1,223	25,147 99	927 52	5 28	29 62	7 38	1,350 00	.....	220 00
Wallaceburg	3,207 69	1,204	14,523 36	101 03	653	9,431 54	858 21	4 43	42 16	17 18	1,000 00	16 00	140 00
Wallacetown	318 61	404	6,275 50	37 28	70	1,389 89	68 90	2 30	15 97	.....	156 00	8 00	.....
Walsingham Centre	291 44	208	4,076 11	23 22	50	731 99	79 80	1 82	10 59	.....	185 00	3 00	.....

Walter's Falls	279	01	142	3,064	53	15	01	46	1,130	17	81	65	2	18	8	33	.....	.....	126	00	.....	.....
Watton	349	03	273	2,825	07	18	35	49	885	88	68	26	0	41	7	51	.....	.....	160	00	.....	.....
Wardsville	749	14	792	11,333	41	69	13	187	3,561	70	84	42	0	75	30	14	17	25	330	00	.....	40 00
Warkworth	1,237	55	1,326	25,318	37	143	21	189	2,740	10	296	72	2	41	65	16	22	54	450	00	.....	60 00
Warren	958	66	541	9,766	24	53	94	143	2,138	93	63	05	1	32	24	46	3	63	400	00	4 00	40 00
Warsaw	359	59	212	3,871	04	23	30	68	1,023	90	107	76	1	71	9	84	.....	.....	170	00	4 00	.....
Warwick	170	22	207	2,864	86	18	43	52	1,316	23	32	81	0	81	7	92	.....	.....	80	00	.....	.....
Waterdown	568	51	505	7,149	37	46	07	222	4,612	10	193	34	0	28	21	08	6	36	260	00	.....	.....
Waterford	1,317	13	944	12,199	50	77	88	393	3,504	25	503	77	5	35	32	57	19	83	520	00	100 00	80 00
Waterloo (West)	5,736	20	437	5,028	61	43	80	2,824	52,478	75	2,831	64	11	36	22	14	29	22	1,887	50	16 00	240 00
Watford	2,451	44	1,919	30,793	12	183	71	834	12,563	80	1,121	14	9	79	79	41	131	05	770	00	12 00	120 00
Waubaushene	920	62	847	9,314	57	62	78	131	2,227	20	203	02	1	72	24	10	16	87	356	00	.....	40 00
Waverley	215	26	323	5,993	16	33	01	21	334	92	44	60	2	65	15	11	.....	.....	80	00	.....	.....
Weldwood	729	91	347	5,189	02	71	56	88	1,540	84	286	17	4	77	13	26	32	82	320	00	.....	40 00
Welland	3,589	47	628	8,251	21	56	05	1,149	19,749	60	1,782	02	8	23	24	98	3	82	1,060	00	193 75	160 00
Welland Port	549	32	1,067	27,048	77	132	44	123	2,307	85	202	24	2	27	68	39	14	13	212	00	.....	.....
Wellesley	753	71	909	13,000	92	82	90	118	3,686	42	338	70	0	96	32	92	55	48	290	00	4 00	.....
Wellington	825	93	498	9,890	44	54	16	115	1,560	70	150	95	3	21	25	89	1	32	350	00	.....	40 00
Wellman's Corners	92	27	130	2,252	21	13	08	16	231	74	21	25	0	24	6	03	.....	.....	50	00	.....	.....
West Lorne	963	22	764	10,514	92	68	59	142	1,781	74	263	87	3	90	26	65	20	38	*380	00	.....	40 00
Westmeath	824	77	376	6,721	08	37	24	51	1,116	53	59	40	0	82	17	15	.....	.....	267	50	12 00	.....
Weston	1,019	69	564	7,877	78	48	82	266	4,692	74	429	55	0	77	29	80	31	43	380	00	.....	40 00
Westport	1,080	92	743	8,229	56	56	26	198	2,925	70	162	83	1	35	22	07	8	30	420	00	24 00	40 00
Westwood	203	82	87	2,499	48	11	72	21	267	09	36	65	0	38	6	32	.....	.....	108	00	.....	.....
Wheatley	679	43	550	9,913	18	51	07	110	1,363	62	179	17	2	65	25	74	1	27	290	00	12 00	.....
Whitby	3,216	17	479	4,630	29	35	48	768	10,124	92	1,761	41	4	99	16	62	7	19	1,120	00	70 00	160 00
White River	527	55	397	7,439	50	62	54	18	230	25	67	35	1	70	18	64	17	14	220	00	.....	.....
Whitewash	229	75	298	1,591	09	27	58	39	1,103	83	38	28	1	15	11	64	.....	.....	110	00	.....	.....
Whitney	812	38	1,057	12,927	38	82	18	64	942	91	60	36	1	58	32	64	36	41	330	00	.....	.....
Wiarton	3,735	42	1,511	19,691	47	125	66	771	13,007	11	1,018	51	9	26	52	03	26	32	1,120	00	100 00	140 00
Wilkesport	196	58	494	8,222	10	16	80	90	1,652	51	60	75	1	10	22	13	3	56	92	00	.....	.....
Williamsford	344	65	160	3,109	68	16	96	39	564	51	47	67	1	13	8	35	0	92	130	00	.....	.....
Williamstown	590	99	332	6,513	08	58	44	91	1,084	76	186	85	3	90	16	97	16	20	280	00	.....	.....
Williamsville	203	45	60	610	53	4	79	9	55	79	1	00	0	23	1	62	.....	.....	120	00	.....	.....
Winchester	2,073	77	484	7,493	24	48	16	410	9,675	69	701	67	7	38	29	36	46	29	691	67	24 00	100 00
Windsor	18,957	71	1,866	21,632	42	156	62	1,701	56,618	47	6,758	56	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wingham	4,144	37	1,842	20,315	68	146	35	876	13,431	06	1,353	75	6	28	54	57	51	06	1,200	00	60 00	180 00
Winona	1,674	34	153	2,295	56	17	16	649	8,447	70	748	71	1	46	6	32	2	21	450	00	44 00	40 00
Wood Island	120	84	82	1,786	11	9	05	90	891	52	19	50	.....	.....	5	79	.....	.....	220	00	4 00	.....
Woodbridge	718	42	344	4,866	87	31	93	177	4,911	06	274	31	1	90	14	19	29	79	350	00	10 00	40 00
Woodstock	312	81	99	1,858	63	8	88	27	721	17	71	49	0	18	3	84	.....	.....	180	00	.....	.....
Woodville	117	88	295	4,264	97	23	93	18	386	35	29	00	.....	.....	10	76	8	29	57	00	.....	.....
Woodstock	1,173	11	2,403	31,445	65	230	15	4,758	68,386	35	6,493	60	27	12	95	59	81	42	3,400	00	177 00	500 00
Woodstock	1,086	63	746	11,847	55	67	78	272	4,645	46	512	08	5	15	30	06	24	18	430	00	.....	60 00
Woodvale	345	96	433	9,921	47	49	24	43	706	31	97	43	1	52	23	96	2	86	205	00	.....	.....
Worthington	182	60	169	2,195	06	11	77	9	130	68	22	10	0	54	5	50	2	78	80	00	.....	.....
Wyevale	855	91	798	10,641	20	64	80	718	4,603	15	1,353	64	3	30	27	74	18	39	340	00	18 00	40 00
Wycheroge	224	60	70	880	66	3	22	25	367	73	50	12	1	29	2	03	.....	.....	120	00	.....	.....
Wyoming	1,254	54	1,086	11,410	27	81	67	256	3,562	38	443	64	5	81	30	09	36	81	500	00	.....	60 00

‡Including commission on box rents. § Accounting from Sept. 1, 1900. * Salary, &c., entered in Auditor General's Report.

54—3½

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Ontario—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders Paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Yarker	555 31	233	1,920 47	14 44	195	3,251 76	278 89	3 40	5 35	10 03	240 00	20 00	.....
York	257 31	225	5,039 11	25 00	59	618 97	221 45	1 44	13 00	10 63	130 00	.....	.....
†York Street (Toronto)	9,417 73	788	8,433 33	89 98	358	4,387 31	544 51	3 49	21 32	12 25	600 00	.....	.....
Yorkville	10,891 54	2,181	22,128 91	211 49	794	13,236 07	4,153 10	7 82	57 97	146 00	600 00	.....	220 00
Young's Point	186 54	43	1,027 70	5 84	7	66 59	15 25	0 48	2 62	.....	132 00	.....	.....
Zephyr	353 22	123	3,560 04	16 84	51	1,356 94	98 01	2 51	9 12	.....	148 00	.....	.....
Zurich	680 59	511	8,733 85	60 10	164	3,182 30	122 94	2 00	22 31	38 74	320 00	10 00	.....
Non-accounting Post Offices	201,498 84	.....	.....	.....	.....	.....	.....	.....	.....	.....	92,545 15	1,654 90	.....
	2,231,312 84												
LESS—Value of Postage Stamps affixed to Postal Notes	2,551 12												
Totals	2,228,761 72	546,860	7,705,065 49	51,486 18	576,935	8,465,990 91	958,745 77	2,738 92	18,379 25	12,668 53	455,982 91	17,985 77	24,702 48

† Office closed March 1, 1901.

APPENDIX C—*Continued.*

PROVINCE OF QUEBEC.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1901.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P N. business.	Compensation paid to Postmasters on M O business.	Compensation paid to Postmasters on S B business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts		$ cts	$ cts		$ cts	$ cts	$ cts.	$ cts.	$ cts	$ cts	$ cts	$ cts
Abbotsford	313 65	196	3,594 46	22 58	31	629 42	49 47	1 87	9 91	. .	144 00	8 00	. . . .
Aberdeen	324 89	74	801 70	5 83	55	429 12	51 41	0 12	2 33	. .	135 00	1 84	. .
Abbott Vale	810 32	267	5,670 29	31 22	231	5,179 91	182 43	2 83	20 26	6 74	350 00	20 00	40 00
Acton	792 16	475	7,018 97	43 01	96	1,365 35	87 27	2 30	19 45	21 89	350 00	6 00	40 00
Admiral Island	128 89	172	1,878 48	23 55	12	248 37	10 13	. .	12 29	. .	64 00	12 00	. .
Amherst Str. (Montreal)	2,641 30	456	5,231 81	41 04	6	73 32	18 68	. .	13 25	. .	104 34	. .	. .
Ampin	712 14	171	1,607 03	23 89	45	1,252 58	36 00	0 33	13 25	. .	230 00	. .	. .
Arthabaskaville	1,201 11	444	8,890 60	60 11	404	10,826 86	606 50	4 67	29 09	1 96	520 00	80 00	60 00
Asbestos	418 41	271	4,919 66	26 94	31	223 69	97 63	1 17	12 42	. .	240 00	. .	. .
Ayers Flat	414 99	30	898 87	4 18	32	467 54	34 30	. .	2 79	. .	170 00	10 00	. .
Aylmer (East)	1,229 90	740	11,867 36	72 52	239	6,549 30	345 58	2 26	31 49	52 16	*498 12	. .	. .
Aylwin	211 14	77	2,074 99	10 62	17	262 03	54 36	0 69	5 24	. .	125 00	. .	. .
Bagotville	243 90	385	7,781 18	39 87	49	2,411 29	23 04	0 84	20 20	. .	156 00	. .	. .
Baie-au	397 24	177	3,126 12	18 87	58	1,359 43	68 30	0 79	8 28	. .	197 00	90 00	. .
Baie-des-sables	1,273 08	1,067	14,210 09	87 81	347	7,203 16	584 78	3 16	37 72	23 28	551 66	28 00	80 00
Ba	641 78	122	3,991 46	19 96	50	1,196 57	113 29	0 79	10 75	22 01	190 00	40 00	. .
Barnard	1,160 70	330	3,200 00	25 20	402	5,203 45	393 09	. .	11 23	94 95	240 00	20 00	60 00
Baie Pierre	240 64	174	1,893 61	12 49	107	1,898 99	171 73	0 63	5 11	. .	120 00	. .	. .
Beauharnois (Montreal)	1,783 35	266	1,667 81	38 88	36	185 13	96 30	1 28	11 96	. .	250 00	. .	. .
Beauharnois	101 57	129	3,056 02	18 95	53	1,175 27	50 16	0 47	7 86	. .	180 00	. .	. .
Beauceville	85 60	54	828 51	7 41	80	599 00	227 58	0 87	2 33	. .	200 00	6 00	. .
Beauharnois (East)	251 34	5	48 66	0 48	. .	. .	. .	. .	. .	. .	90 00	. .	. .
Beauharnois (East)	1,120 46	920	15,168 10	92 91	139	7,368 38	342 22	4 49	44 04	169 40	*463 12	20 00	. .
Bic	796 59	131	3,806 38	20 95	93	2,850 98	104 43	1 54	12 89	. .	370 00	8 00	40 00
Bedeque Crossing	264 76	227	3,260 56	20 15	24	376 23	78 01	0 91	8 30	. .	280 00	8 00	. .
Black Cape	261 05	240	1,641 16	24 81	60	1,408 90	53 55	0 64	13 61	. .	120 00	2 00	. .

* Including [illegible]

† Accounting from Aug. 1st 1900.

‡ Accounting from May 1st 1901.

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business	Compensation paid to Postmasters on M. O. business	Compensation paid to Postmasters on S. B. business	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Black Lake	752 86	258	3,070 62	18 63	23	494 19	57 54	.....	8 08	.....	250 00	12 00	.....
Blue Sommets	327 54	90	1,093 54	8 55	43	328 69	45 40	0 22	3 08	.....	160 00	.....	.....
Bolton Centre	170 84	92	1,163 08	8 75	28	403 15	88 05	1 22	3 17	.....	89 00	30 00	.....
Bristol	206 11	191	3,442 64	19 07	10	957 79	106 87	1 66	9 06	.....	125 00	.....	.....
Bromc	348 86	108	1,942 26	11 32	60	160 10	53 44	1 63	5 28	.....	170 00	2 00	.....
Broughton Station	241 67	14	603 86	2 54	20	306 06	43 30	.....	1 66	.....	134 00	.....	.....
Bryson	1,037 21	431	10,406 44	49 54	189	3,665 55	291 96	0 72	26 36	23 92	280 00	2 00	.....
Buckingham	2,361 66	1,246	18,351 95	115 77	331	7,071 41	282 75	2 39	52 28	53 17	800 00	72 00	120 00
Cacouna	787 24	154	4,365 01	24 65	150	3,696 88	203 53	1 04	12 28	9 43	390 00	60 09	40 00
Calumet	592 44	155	1,447 20	10 29	46	554 92	26 10	0 72	3 62	.....	220 00	.....	.....
Campbell's Bay	348 04	60	1,741 73	9 05	24	670 73	38 42	0 60	4 79	.....	140 00	10 00	.....
Cape Cove	254 48	142	1,763 87	12 03	30	852 44	44 57	1 03	4 40	.....	146 00	.....	.....
Capelton	457 30	325	3,193 08	29 82	101	1,520 73	50 31	0 23	9 10	11 47	190 00	20 00	.....
Cap St. Ignace	462 59	92	1,729 18	8 83	63	1,585 52	126 25	0 96	5 50	.....	168 00	2 00	.....
Cap Santé	242 86	82	3,337 77	16 39	97	1,867 17	201 12	0 84	8 69	.....	114 00	.....	.....
Carleton	291 02	312	5,329 75	30 39	79	1,607 34	85 40	.....	15 53	.....	151 00	.....	.....
Cedars	308 16	396	7,586 53	43 21	43	1,955 95	36 90	0 65	19 32	.....	160 00	.....	.....
Chaboillez Sq. (Montreal)	5,156 54	322	4,221 50	37 56	9	214 50	71 91	1 36	11 04	.....	240 00	.....	.....
Chambly Basin	142 33	67	1,679 63	9 61	66	1,714 95	89 08	.....	5 46	.....	180 00	.....	.....
Chambly Canton	571 89	579	17,262 93	90 18	115	1,704 70	166 09	0 53	45 18	104 03	230 00	.....	.....
Champlain	526 58	118	1,911 47	11 55	55	1,210 43	60 60	0 27	5 16	.....	200 00	.....	.....
Chapeau	302 38	144	6,069 13	33 19	66	1,301 56	28 99	0 29	15 86	.....	140 00	12 66	.....
Chelsea	164 76	161	3,619 56	20 45	67	938 70	79 89	1 06	9 22	4 50	105 00	.....	.....
Chenneville	351 75	288	5,693 24	32 22	84	2,961 80	79 88	2 31	17 75	27 67	152 00	30 00	.....
Chernier St. (Montreal)	1,008 19	298	1,854 42	18 41	3	12 50	46 90	0 51	4 63	.....	100 00	.....	.....
Chicoutimi	2,079 53	428	8,820 41	57 45	433	9,699 77	704 78	4 46	25 65	1 44	656 00	50 00	80 00
City Councillor Street (Montreal)	5,992 09	1,037	8,608 00	94 33	29	559 66	423 23	2 01	21 58	8 39	100 00	.....	.....
Clarenceville	507 01	177	4,297 27	24 04	82	1,681 42	29 70	2 67	11 77	36 60	250 00	16 00	.....
Coaticook	3,310 82	1,761	19,411 53	146 67	521	7,944 56	738 15	7 71	55 91	35 11	*1,191 61	100 00	.....
Compton	931 51	569	6,964 28	52 92	160	3,949 22	266 57	2 98	18 13	3 72	380 00	36 00	40 00
Cookshire	1,662 63	993	12,217 13	83 27	222	3,220 76	525 69	3 54	34 05	14 85	553 33	140 00	80 00
Coteau du Lac	289 64	151	2,755 32	15 01	49	1,289 71	26 15	0 14	7 10	.....	228 00	.....	.....

Cowan Landing	550 63	620	11,431 84	64 06	89	1,085 63	64 13	0 76	28 94			395 00	32 00	40 00				
Cowansville	2,051 32	394	4,522 83	36 02	396	6,800 81	561 05	4 51	13 56	2 61		737 50		100 00				
Danville	2,029 01	1,164	11,845 47	91 74	383	6 146 49	362 86	2 97	33 99	74 54		755 00	100 00	120 00				
Deschambault	404 07	214	5,151 32	25 69	54	1,340 31	93 85	0 28	13 48	59 44		190 00						
D'Israeli	867 88	46	1,186 46	6 61	27	534 44	74 83	2 49	3 19			380 00	24 00	40 00				
Dixville	213 32	202	2,389 95	16 96	41	301 82	74 54		6 61			96 00						
Douglastown	214 19	42	1,172 75	6 44	8	145 70	9 95	0 57	3 75			92 00	6 00					
Drummondville (East)	1,211 75	1,090	22,863 03	124 02	333	7,132 19	448 11	4 05	61 26	14 65		440 00	30 00	60 00				
Drysdale	6,968 72	577	5,391 40	35 98	11	111 14	247 52	1 22	13 97	1 88		100 00						
Dunham	766 02	787	10,751 27	68 14	162	3,435 36	103 44	0 41	29 05	8 62		280 00	7 00					
Eardley	144 58	2	21 00	0 13	3	33 20						60 00						
East Angus	1,149 13	259	3,848 74	27 74	65	1,195 09	64 06	2 73	10 22	4 26		400 00	2 00	40 00				
East Farnham	216 39	133	2,022 97	12 52	18	153 61	25 54		5 08			90 00						
Eastman	547 43	237	3,273 98	22 56	56	533 91	83 80	1 20	8 69	0 63		280 00	4 00					
East Sherbrooke (Sherbrooke)	2,017 93	60	1,688 10	7 44	47	778 48	70 74	1 39	4 65			460 00		60 00				
Eccleston	588 03	429	7,502 14	41 53	52	1,274 32	50 98	0 33	19 27			280 00	24 00					
Farnham	2,264 50	1,492	16,746 15	133 32	643	10,178 26	417 14	3 00	51 56	130 93		*829 29	10 00					
Fitch Bay	313 57	209	3,044 19	23 29	22	205 16	36 06	1 03	7 77			160 00						
Forestville	125 19	43	802 69	4 35	8	309 20	1 55	0 37	2 29			113 00						
Fort Coulonge	829 86	165	2,726 40	15 98	37	747 66	105 70	1 74	7 25			374 00	4 00	40 00				
Franklin Centre	259 90	235	2,689 88	18 02	46	1,208 31	41 25		7 81			130 00	2 00					
Frelighsburg	503 36	575	7,339 31	52 51	129	2,495 02	61 43	1 30	21 60	24 24		286 00	10 00					
Fulford Street (Montreal)	799 41	313	4,846 20	32 96	6	239 28	23 60	0 17	12 02	0 32		100 00						
Gentilly Station	613 73	98	1,815 41	9 85	16	349 17	40 11	0 97	4 88			240 00	4 00					
Gould Estate	1,046 17	843	19,175 04	111 72	192	5,104 26	161 37	2 97	51 99	23 45		440 00	120 00	40 00				
Granby	148 21	249	9,662 82	36 06	68	2,247 31	63 05	0 29	19 60			220 00						
Grandes Piles	336 72	191	1,477 48	13 18	83	1,271 82	101 66	0 60	4 13			250 00	10 00					
Greenfield	357 14	226	4,650 61	24 43	16	382 33	41 42	0 81	11 65			168 00						
Granby	3,578 92	2,111	24,469 01	174 43	743	11,166 34	709 17	4 25	71 23	8 45		1,130 00	36 00	180 00				
Grandes Piles	202 62	28	643 21	3 03	7	113 00	1 40	0 19	1 68			128 00	20 00					
Grand Mere	1,478 07	22	144 43	2 03	129	3,525 96	70 43		1 78			500 00		60 00				
Grand Mere Village	985 96	765	16,061 05	81 28	7	212 57	50 85	0 48	10 15			152 50						
Grand Metis	312 34	104	1,835 50	11 04	19	390 93	25 59	1 06	4 61			194 00						
Grand River	480 35	272	6,044 03	34 75	64	2,083 13	33 23	0 26	17 70			189 00						
Grenville	970 13	777	15,361 53	82 10	112	2,368 50	126 35	0 64	40 81	58 92		400 00	16 00	40 00				
Grosse Isle	173 67	231	5,374 76	26 06	20	304 78	22 79	0 61	13 51			92 00	10 00					
Hatley	393 46	95	1,136 50	9 47	17	761 61	9 00		2 59			156 00						
Hemmingford	477 31	303	3,400 55	26 45	58	738 79	107 71	1 52	9 70	1 45		225 00						
Howard Ho	391 88	267	6,241 53	33 32	85	3,870 08	54 63	1 75	17 69			203 00						
Huntingdon	619 64	112	2,820 76	15 29	110	2,225 68	156 71	1 11	9 65	76 27		320 00	14 00	40 00				
Huntingdon	298 18	131	1,120 86	23 74	62	1,467 98	82 95	1 50	11 27			156 00						
Huntingdon	3,140 51	399	5,965 39	47 73	191	5,904 13	90 57	1 62	16 15	20 53		672 00		100 00				
Hunter Hardware	78 80	146	6,045 18	26 78	19	754 20	2 70	1 07	15 24	2 17		48 00	3 00					
Huntley	643 91	174	5,009 47	22 88	64	1,397 86	69 70	2 27	12 73	62 97		276 00						
Hudson	162 35	13	326 08	1 48	37	899 98	11 75	0 93	0 73	0 81		90 00						
Hull	1,253 13	1,471	27,444 30	165 22	672	14,105 20	903 46	1 83	72 15	154 54	*1,391 35	3 00						
Huntingdon	1,794 44	46	6,174 81	47 48	347	7,338 21	515 81	4 20	29 22	149 07		771 67	80 00	120 00				
Ivanhoe	858 10	298	2,894 78	20 45	265	5,253 41	216 33	0 88	10 29			385 00		40 00				

‡ Accounting from Sept. 1, 1900 § Money order business closed Feby. 1, 1901. * Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowances towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Inverness	710 28	443	8,042 61	47 83	217	4,312 36	238 46	1 39	23 54	48 97	300 00	40 00	.....
Isle Verte	792 92	82	1,146 06	9 31	41	1,021 91	54 71	1 07	4 88	.....	340 00	12 00	.....
Joliette	3,109 85	1,032	15,787 81	102 44	1,030	21,207 34	757 73	3 54	47 98	10 84	1929 88	120 00	.....
Kamouraska	630 41	129	3,501 71	20 11	119	2,225 71	149 20	0 11	10 52	.....	240 00	38 00	.....
Kingsbury	308 72	170	3,754 111	21 55	124	2,316 27	85 95	1 85	11 26	.....	164 00	8 00	.....
Kingsey Falls	836 59	261	2,152 87	18 30	39	733 35	22 88	.....	5 97	8 14	260 00	.....	.....
Kinnear's Mills	192 56	155	2,411 74	15 00	32	713 44	5 00	0 92	7 17	23 77	120 00	.....	.....
Knowlton	1,497 15	385	4,664 84	35 10	271	2,937 35	499 61	4 01	13 65	12 19	547 50	24 00	80 00
La Baie	482 09	78	1,807 32	10 56	39	850 88	54 85	0 25	4 66	.....	260 00	24 00	.....
La Beauce	1,315 38	3	47 40	0 26	119	2,437 68	224 00	0 78	0 14	.....	480 00	20 00	60 00
Labelle	685 21	479	10,050 17	52 08	63	1,529 58	53 20	2 39	26 09	.....	188 00	57 30	.....
Lachine	1,441 74	501	4,918 25	52 01	302	5,280 06	266 90	1 33	16 60	52 56	1507 76	.....	.....
Lachine Locks	1,146 27	280	5,921 80	36 88	68	1,308 27	44 57	.....	15 65	.....	370 00	.....	40 00
Lachute	1,952 24	1,056	13,271 24	91 80	422	7,246 21	634 23	2 43	37 03	268 80	660 00	60 00	100 00
Lachute Mills	513 23	245	2,079 02	16 76	27	415 91	38 27	2 06	5 33	.....	240 00	.....	.....
Lac Matapedia	650 15	223	4,221 97	23 81	13	692 91	42 54	0 39	10 55	0 60	240 00	1 50	.....
Lacolle	687 80	530	6,285 44	41 16	95	1,551 64	86 53	.....	16 59	87 97	320 00	18 00	40 00
Lake Megantic	1,076 91	481	11,752 83	58 41	122	2,428 16	177 71	2 54	31 32	.....	410 00	.....	40 00
Lake Temiscamingue	333 55	168	3,918 44	20 16	20	840 85	17 45	0 29	10 66	.....	170 00	51 00	.....
Lambton	496 16	28	636 81	3 35	34	889 50	62 45	0 86	1 68	.....	229 00	.....	.....
L'Annonciation	412 36	184	4,055 83	20 32	39	971 23	34 51	.....	10 15	.....	120 00	4 83	.....
Lanoraie	215 93	81	2,233 52	11 46	36	660 10	52 50	0 76	5 77	.....	112 00	.....	.....
La Patrie	334 64	376	10,891 85	55 12	32	688 82	66 10	.....	27 94	.....	145 00	12 00	.....
Laprairie	620 01	328	5,100 42	33 68	193	6,172 77	141 31	1 35	14 83	37 88	1308 25	.....	.....
L'Assomption	900 98	373	4,446 12	31 15	180	3,273 03	123 87	1 28	12 35	.....	380 00	6 00	40 00
Laurentides	916 36	396	6,696 85	37 22	98	2,148 25	91 63	0 92	17 38	1 74	360 00	50 00	40 00
Lauzon	505 29	256	4,051 37	26 08	166	3,488 54	36 80	0 31	13 63	.....	220 00	10 00	.....
L'Avenir	361 40	348	5,284 98	34 21	77	1,709 04	70 73	1 09	15 49	.....	180 00	.....	.....
Leeds Village	396 38	503	11,842 66	62 70	93	2,170 80	73 70	1 78	31 86	36 85	170 00	16 00	.....
Lennoxville	1,687 51	726	8,043 87	61 33	357	5,454 47	585 35	2 07	24 42	11 24	651 67	20 00	80 00
L'Epiphanie	569 61	186	2,593 77	16 81	94	2,105 18	58 60	0 46	6 83	18 94	206 00	100 00	.....
Les Eboulements	284 31	304	6,179 17	33 83	170	4,966 25	81 95	0 88	22 62	.....	156 00	20 00	.....

Levis	1,795 90	551	7,792 14	37 52	803	17,335 81	1,137 33	3 36	28 84	12 00	600 00	225 00	80 00				
Lime Ridge	189 65				5	172 50	1 50	0 14	0 12		103 00						
Limoges	220 81	63	905 62	5 55			7 25	0 44	2 26		100 00	10 00					
L'Islet	548 31	342	6,381 89	35 28	119	3,047 83	210 95	1 40	17 59		265 00						
Little Cascapedia	396 68	381	6,261 81	36 41	32	866 97	31 75	0 63	16 79		190 00						
Little Metis	612 03	338	5,993 34	37 83	218	7,848 72	228 08	1 79	20 74	17 22	308 00	88 00					
Long Point	777 12	112	1,309 65	10 67	55	929 10	9 00	0 16	3 77		240 00						
Longueuil	533 29	230	2,526 13	19 79	223	4,113 12	189 10	0 48	9 17		330 00		60 00				
Lotbinière	169 82	13	347 61	2 40	3	59 60	9 00	0 59	1 46		100 00	40 00					
Lotbinière	291 51	311	7,065 02	42 24	91	2,902 17	81 50	1 73	21 08	23 80	147 00	142 00					
Louiseville	1,126 20	462	8,297 82	47 79	268	1,525 72	391 12	3 74	23 26		440 00	72 00	60 00				
Lyle	173 99	9	103 15	0 82	12	123 34	28 02	0 38	0 26		108 00	1 00					
Lyster Station	278 89	73	1,505 20	9 50	6	95 28	20 05	0 40	3 78	13 15	124 00	105 00					
Macnaden	412 80	164	4,121 19	27 88	19	753 24	49 60	0 87	11 42	7 17	188 00						
Magog	2,357 64	691	10,175 44	77 71	325	4,197 20	327 05	8 32	29 08	22 01	840 00	10 00	120 00				
Maisonneuve	1,188 60	222	4,159 47	33 24	52	1,122 85	40 80	0 74	11 63		320 00		40 00				
Manwaki	615 64	172	4,041 10	24 89	34	707 43	78 06	1 60	10 34	12 33	240 00	6 00					
Marieville	578 99	258	3,738 00	23 71	68	1,309 91	119 65		9 87		260 00	10 00					
Marbleton	364 62	132	1,865 83	12 66	21	393 40	60 10		4 81		210 00	8 00					
Marieville	1,059 38	562	10,661 23	68 65	251	4,848 77	209 71	1 62	30 09	104 09	370 00		40 00				
Massawippi	240 75	153	2,145 51	13 60	28	152 38	50 78	0 91	5 96		112 00						
Matane	485 68	265	3,102 60	21 94	51	794 45	51 94	1 06	9 61		195 00						
Matane	811 29	152	3,871 16	22 90	148	4,012 71	132 88	3 59	13 27		350 00	100 00	40 00				
Matapedia	630 85	272	5,938 87	32 31	56	955 78	76 30	0 33	15 47	4 45	326 00	23 34					
Melbourne	129 65	373	3,913 29	30 46	68	1,061 64	41 62	1 11	10 44		266 00	150 00					
Metis-sur-mer	684 88	9	100 00	0 42	8	204 65	11 65	0 44	0 56		220 00	2 00					
Mile End	1,002 12	66	1,013 34	6 57	91	1,944 17	79 25	0 62	2 97		200 00						
Missisquoi	644 26	400	9,328 13	46 11	131	2,727 01	152 05	1 78	23 82	38 90	260 00	16 00					
Montmagny	1,536 34	694	10,731 21	71 88	352	8,748 66	344 12	3 70	29 74	38 43	555 62	10 00					
Montreal	37,841 41	16,645	225,150 72	2,219 04	100,718	1,470,048 86	138,151 75	‡10 37			8						
Mount Royal Avenue Montreal	1,288 37	207	2,564 36	19 61	19	123 30	16 35	0 36	7 33		240 00						
Murray Bay	689 87	538	9,980 96	56 26	212	5,953 72	534 40	2 64	26 83	0 67	280 00	150 00					
Napierville	423 70	549	15,723 81	77 81	108	2,491 41	56 95	1 27	13 29		215 00	2 00					
New Carlisle	798 75	400	9,937 86	51 65	173	3,172 03	247 99	2 63	28 52	1 91	365 00		40 00				
New Liverpool	137 71	11	230 10	1 45	11	118 38	5 00	0 28	0 79		66 00						
Nicolet	1,510 74	795	11,971 21	72 31	432	9,497 31	937 87	2 25	38 34	11 73	544 00	120 00	80 00				
Northampton	229 03	118	3,178 32	15 27	32	733 42	56 17	0 10	8 04		90 00	9 32					
North Compton	266 16	112	923 11	8 85	11	52 73	1 75	0 33	2 38		90 00						
North Hatley	1,170 78	507	4,756 71	42 81	125	2,289 03	35 56	0 81	16 03		364 00	10 00					
North Nelson Mills	248 58	123	1,042 61	8 32	20	516 60	32 19	1 36	2 69		120 00						
North Wakefield	278 90	35	1,688 11	7 32	4	67 00			4 33		84 00	20 00					
Notre Dame de Grace	359 70	7	151 65	0 98	19	245 01	6 89	0 12	0 69		165 00						
Notre Dame de Salaberry	217 08	109	2,981 79	14 35	29	539 26	6 44	0 10	7 46		80 00	25 00					
Notre Dame de Lourdes	1,116 63	317	1,360 42	29 48	94	2,156 20	71 00	0 20	12 58		444 00	12 00	60 00				
Notre Dame de Stanbridge	779 33	49	221 79	3 03	20	288 35	20 00		0 83		160 00						
Notre Dame du Sacre Coeur	180 64	392	12,191 23	39 05	40	692 72	52 98	0 85	31 52	26 00	160 00						

* Accounting term, June 1, 1901. † Money Order business suspended Oct 12, 1900. § Salary, &c. entered in Auditor General's Report.
‡ Commission to messengers, telegrams, &c. ¶ Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec.—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders Paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Notre Dame du Lac	477 62	130	2,377 14	12 91	15	898 59	34 90	0 33	8 09	.....	180 00	.....	.....
Notre Dame du Laus	235 53	66	1,918 41	8 86	7	218 45	2 50	0 43	4 86	.....	96 00	20 00	.....
Notre Dame St. West (Montreal)	4,291 72	617	6,002 44	58 94	26	178 85	13 00	0 46	15 24	2 70	360 00	.....	200 00
Ontario Street East (Montreal)	1,289 38	554	9,215 39	63 94	31	385 81	128 60	0 89	23 61	.....	400 00	.....	.....
Ontario Street Centre (Montreal)	1,051 55	59	1,006 43	5 30	.....	.....	0 75	.....	2 52	.....	100 00	.....	.....
Ormstown	1,097 43	220	3,844 66	22 56	202	3,853 82	282 58	2 26	11 35	63 65	440 00	6 00	60 00
Papineauville	923 60	850	19,681 02	97 86	241	4,166 12	400 95	2 96	49 71	41 24	330 00	44 67	40 00
Paspebiac	779 24	376	10,830 46	55 54	199	5,016 13	89 52	.....	30 02	.....	360 00	220 00	.....
Peel Street (Montreal)	3,787 64	635	4,724 55	61 18	16	336 42	130 88	0 82	12 43	3 76	100 00	.....	.....
Perce	548 64	159	6,911 36	47 22	88	2,282 85	332 10	1 65	19 70	10 59	281 00	100 00	.....
***Phillipsburg East	315 13	23	918 33	4 04	7	165 84	45 60	0 80	2 30	.....	112 00	.....	.....
Pierreville	875 95	474	10,942 99	66 41	179	3,773 72	149 50	0 83	32 37	25 51	330 00	36 00	40 00
Plessisville	1,705 47	368	7,597 55	44 06	390	11,319 91	469 49	3 74	22 53	0 63	560 00	57 50	100 00
Pointe à Pic	839 80	227	2,938 52	20 95	98	2,479 92	103 11	0 81	7 82	.....	280 00	100 00	.....
Pointe aux Trembles (Laval)	187 74	28	253 86	2 00	37	655 78	22 20	.....	0 90	.....	92 00	4 00	.....
Pointe aux Trembles (Portneuf)	242 63	103	2,356 38	13 58	17	460 05	21 18	1 08	6 13	.....	145 00	.....	.....
Pointe Claire	292 95	93	1,560 85	9 26	63	1,818 06	30 57	0 39	6 26	.....	132 00	.....	.....
Pointe Gatineau	218 95	62	1,754 59	8 46	16	506 96	40 65	.....	4 41	.....	140 00	2 00	.....
Point Fortune	291 19	100	1,883 16	10 29	35	730 20	70 67	0 49	5 18	.....	171 00	24 00	.....
Point St. Charles	7,216 64	1,357	12,600 56	151 56	529	6,857 34	530 20	1 48	37 01	75 90	1,100 00	.....	140 00
Pont de Maskinongé	466 66	413	7,396 10	41 74	55	1,206 33	50 90	1 25	18 97	17 07	200 00	8 00	.....
Pont Etchemin	397 80	297	4,608 08	24 75	7	75 55	12 75	0 55	11 59	.....	130 00	.....	.....
Pont Rouge	392 26	39	820 59	4 53	42	1,383 92	44 73	0 87	2 26	.....	160 00	.....	.....
Portage du Fort	727 17	245	2,736 99	18 72	73	1,802 32	73 63	0 91	7 01	16 91	320 00	2 00	40 00
Port Daniel East	152 53	57	1,852 99	8 77	43	1,431 69	44 90	.....	5 84	.....	72 00	.....	.....
Portneuf	427 10	355	4,421 47	29 34	55	1,271 91	138 35	0 80	11 73	.....	200 00	.....	.....
Portneuf Station	245 20	101	1,595 15	9 74	6	154 15	0 50	0 37	3 99	.....	110 00	6 00	.....
*Price	154 45	8	160 35	0 82	.....	.....	.....	.....	0 40	.....	60 00	.....	.....

Prince Arthur Street (Montreal)	4,228 12	1,024	10,157 20	108 70	69	804 54	310 50	....	....	26 43	19 77	193 61	....	....	$	....	....	....
Quebec	41,904 73	5,871	81,360 86	684 48	12,774	267,392 53	19,845 06	138 60	....	....	....	....	....	....	....	....	40 00	....
Quyon	890 60	603	14,393 90	73 23	173	4,336 14	166 43	1 72	....	37 39	42 69	350 00	....	....	....	....	....	....
Rachel Street (Montreal)	1,092 25	147	1,291 19	12 89	1	15 26	12 40	....	....	3 26	....	100 00	....	....	....	....	....	....
Richmond (Que.)	2,048 63	1,341	15,898 52	113 13	484	7,752 38	770 63	4 38	....	18 36	64 47	1,168 18	236 00	....	....	....	....	....
Rigaud	692 68	412	7,140 64	40 91	161	3,572 14	152 00	1 38	....	18 58	29 63	330 00	10 00	40 00	....	....	....	....
Rimouski	2,016 37	758	11,572 88	73 23	1,230	17,425 76	2,573 64	2 83	....	38 08	39 10	2662 76	16 00	....	....	....	....	....
River Beaudette	396 74	139	3,007 50	16 33	42	611 93	18 22	1 22	....	7 91	....	170 00	....	....	....	....	....	....
River Desert	776 10	1	129 00	0 50	15	234 07	12 08	....	....	0 47	....	280 00	....	....	....	....	....	....
Riviere du Loup (en bas)	2,021 27	895	13,619 74	83 75	198	9,140 86	631 86	2 28	....	36 80	76 09	1765 52	68 00	....	....	....	....	....
Riviere du Loup Station	1,594 92	540	8,399 90	52 33	110	2,573 73	161 47	1 40	....	21 26	0 90	500 00	....	60 00	....	....	....	....
Riviere Ouelle	296 73	69	690 10	1 79	21	162 55	32 95	....	....	2 27	....	130 00	8 00	....	....	....	....	....
Robertson's station	277 38	120	2,425 72	13 02	10	303 30	22 37	0 78	....	6 44	....	120 00	36 00	....	....	....	....	....
Roberval	1,265 00	72	1,163 78	7 97	143	5,297 55	171 58	1 23	....	5 69	....	440 00	10 00	60 00	....	....	....	....
Robinson	648 00	294	3,758 58	24 84	82	1,119 89	138 22	0 80	....	10 40	....	285 00	8 00	....	....	....	....	....
Rockburn	240 69	42	296 46	2 83	7	157 65	15 20	....	....	0 73	....	115 00	....	....	....	....	....	....
Rock Island	1,502 44	332	1,581 04	26 71	543	9,084 35	695 17	1 63	....	11 62	....	400 00	....	40 00	....	....	....	....
Roston Falls	802 45	330	7,070 79	12 86	177	3,578 03	85 54	2 00	....	21 78	4 24	324 00	6 00	40 00	....	....	....	....
Roston Pond	245 58	262	4,445 80	25 59	16	307 00	33 11	0 69	....	11 14	....	130 00	....	....	....	....	....	....
*Roy Street (Montreal)	875 45	95	922 52	6 59	3	10 00	47 13	0 12	....	2 30	....	100 00	....	....	....	....	....	....
Ste Adele	440 47	313	5,445 64	29 52	92	3,138 75	101 75	1 05	....	13 72	....	170 00	....	....	....	....	....	....
Ste Agathe des Monts	1,335 15	777	13,956 76	73 34	299	7,150 99	269 05	0 75	....	35 17	4 64	380 00	16 00	40 00	....	....	....	....
Ste Anne	598 06	295	2,701 57	17 95	66	2,233 27	126 13	0 40	....	7 29	....	200 00	44 00	....	....	....	....	....
Ste Athan	355 25	82	2,865 99	12 70	41	1,715 52	20 00	0 61	....	8 77	....	130 00	....	....	....	....	....	....
Ste Anne-de-Bellevue	243 31	186	3,076 34	21 61	63	1,132 95	19 25	....	....	10 61	....	122 00	....	....	....	....	....	....
Ste Anne-de-Kemptville	165 00	197	1,216 25	24 96	38	1,281 33	45 79	0 71	....	11 63	....	192 00	10 00	....	....	....	....	....
Ste Anne-de-la-Pocatiere	493 39	31	636 31	4 13	11	409 35	26 45	0 75	....	1 67	....	220 00	2 00	....	....	....	....	....
St Andre Avellin	575 44	246	1,429 18	24 54	81	1,460 77	130 20	1 90	....	11 23	....	282 00	4 00	....	....	....	....	....
St Andrew de Kirkmichael	290 66	105	2,430 92	15 30	85	2,489 80	82 29	1 46	....	6 55	....	139 00	....	....	....	....	....	....
St Andrews, East	781 49	769	9,214 15	63 40	148	3,191 53	198 42	2 28	....	24 72	85 16	370 00	13 33	40 00	....	....	....	....
Ste Anne de Beaupre	915 24	48	1,563 12	8 11	756	4,741 15	707 14	2 31	....	9 65	....	380 00	....	....	....	....	....	....
Ste Anne de Bellevue	753 38	283	5,992 74	29 94	74	1,476 77	51 25	1 07	....	12 88	....	300 00	4 00	....	....	....	....	....
Ste Anne de la Perade	995 53	489	6,681 05	40 13	197	5,829 47	178 20	1 81	....	18 87	6 36	360 00	20 00	40 00	....	....	....	....
Ste Anne de la Pocatiere	997 17	422	5,845 36	40 32	149	3,673 34	152 35	0 97	....	17 34	....	410 00	10 00	40 00	....	....	....	....
Ste Anne des Monts	186 51	104	3,056 34	15 01	23	535 88	11 56	2 41	....	8 23	....	108 00	40 00	....	....	....	....	....
Ste Anne des Plaines	181 62	24	363 01	2 29	22	736 58	8 45	....	....	1 92	....	192 00	....	....	....	....	....	....
Ste Annette	602 13	107	2,273 34	11 54	10	903 13	71 00	1 38	....	6 79	....	260 00	....	....	....	....	....	....
Ste Athanase Labranche	169 68	85	2,687 44	14 16	51	1,458 37	11 75	0 88	....	8 40	....	76 00	....	....	....	....	....	....
Ste Antoine Rivere Ouelle	344 01	69	1,623 54	8 51	21	412 70	14 55	0 54	....	4 35	....	160 00	....	....	....	....	....	....
St Armand	365 70	....	....	....	19	128 87	22 36	....	....	0 50	....	140 00	40 00	....	....	....	....	....
St Armand (Province)	97 48	55	1,509 55	6 98	10	633 12	32 92	0 56	....	3 81	....	47 00	....	....	....	....	....	....
St Eustache	616 14	677	12,834 85	66 00	102	2,422 33	33 29	0 31	....	33 86	1 10	240 00	2 00	....	....	....	....	....
St Hermas	240 69	101	2,476 29	15 15	12	204 77	30 00	0 20	....	6 32	....	114 00	....	....	....	....	....	....
St Gedeon	259 88	67	1,696 70	10 04	35	806 85	47 00	....	....	5 54	....	126 00	....	....	....	....	....	....
Ste Genevieve	1,048 96	142	1,262 08	22 52	141	5,137 80	130 60	0 90	17 25	7 91	....	400 00	36 00	40 00	....	....	....	....

* Accounting from May 1, 1901. † Accounting from January 1, 1901. ‡ Commission to non-accounting offices, &c. § Including commission on box rents.
¶ Salary, &c., entered in Auditor General's Report. ** Accounting from Sept. 1, 1900.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec.—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
St. Catherine Street, Centre (Montreal) ..	21,844 95	5,253	54,519 93	604 41	147	7,392 50	2,401 74	6 18	138 74	79 70	800 00	.....	.....
St. Catherine Street, East (Montreal)	1,066 34	16	136 17	1 89	5	41 62	.....	.....	0 38	.....	67 98	.....	.....
St. Catherine Street, West (Montreal) ..	4,059 10	998	9,323 27	99 32	86	1,582 33	324 58	0 87	23 66	11 15	224 95	.....	.....
St. Célestin	331 03	291	7,798 56	36 82	27	507 85	54 68	1 54	19 88	.....	140 00	.....	.....
St. Césaire	701 12	661	5,760 78	44 12	479	5,658 03	280 73	0 80	22 79	3 90	345 67	2 00	40 00
St. Charles, River Boyer.	458 96	94	2,720 91	13 36	65	1,766 20	126 03	1 51	8 59	.....	204 00	.....	.....
St. Charles, River Richelieu	943 15	143	3,240 21	20 19	46	1,237 60	9 50	.....	9 26	58 13	449 00	.....	40 00
St. Chrysostôme	489 24	288	9,890 92	54 56	131	3,128 18	119 32	2 74	27 75	57 09	230 00	10 00	.....
Ste. Claire	382 68	74	2,607 35	13 04	12	267 16	41 50	0 45	6 57	.....	140 00	4 00	.....
St. Constant	190 89	105	2,391 91	13 14	10	151 45	20 40	1 25	6 15	.....	92 00	.....	.....
Ste. Croix	410 82	171	5,737 23	30 37	106	2,808 69	63 05	1 37	16 58	.....	198 00	.....	.....
Ste. Cunegonde	4,178 69	492	7,141 17	61 76	147	1,865 87	35 49	2 24	18 21	.....	700 00	.....	120 00
St. Cuthbert	233 01	240	6,320 69	36 41	76	1,915 22	7 05	0 21	19 09	18 91	120 00	.....	.....
St. Cyrille de Wendover.	719 58	305	8,242 10	40 32	19	1,302 88	54 96	0 81	22 20	.....	260 00	.....	.....
St. David d'Yamaska	356 25	283	4,940 13	36 91	81	1,925 98	25 35	0 47	15 90	.....	183 00	10 00	.....
St. Denis, River Richelieu	446 11	336	9,412 73	51 49	68	1,695 64	8 41	0 15	24 93	59 31	180 00	.....	.....
St. Denis St. (Montreal)	6,417 75	1,027	12,340 95	103 05	29	551 90	257 98	.....	31 09	1 82	108 22	.....	.....
Ste. Elizabeth	205 92	134	3,436 59	17 19	21	479 25	11 50	.....	8 89	.....	107 00	.....	.....
Ste. Emélie de Lotbinière	347 00	73	2,340 46	12 20	5	207 45	2 07	0 86	6 09	.....	132 00	.....	.....
St. Ephrem de Tring ..	442 80	8	277 14	1 35	25	514 11	23 92	2 94	0 84	.....	179 00	4 00	.....
St. Ephrem d'Upton	693 39	68	1,052 19	6 30	50	1,138 28	103 15	0 66	3 67	.....	280 00	30 00	.....
†St. Esprit	251 98	27	746 67	3 33	.....	.....	.....	.....	1 86	.....	100 00	.....	.....
St. Eustache	509 68	352	4,980 86	31 86	150	4,786 17	87 62	0 62	15 94	.....	248 00	16 00	.....
St. Evariste de Forsyth	348 04	4	29 58	0 36	11	353 43	29 75	.....	0 45	.....	129 00	3 00	.....
St. Fabien	534 06	75	1,770 83	11 40	41	816 47	168 13	0 72	4 68	.....	192 00	.....	.....
St. Felix de Valois	407 70	393	8,481 48	51 28	101	2,058 47	97 11	1 00	25 11	.....	168 00	24 00	.....
St. Ferdinand	824 97	56	1,006 63	8 66	27	629 74	66 55	1 06	2 51	.....	360 00	50 00	40 00
Ste. Flavie Station	720 65	479	8,575 16	52 91	75	2,727 36	77 51	1 68	24 63	65 23	380 75	16 00	40 00

Ste. Flore	560	87	83	2,817	03	13	37	17	239	33	16	45	3	85	7	07			195	00				
St. François, Beauce	387	51	117	1,036	03	8	43	78	1,107	06	8	45	0	35	3	93			150	00	20	00		
St. François du Lac	365	73	161	3,571	24	19	74	67	1,573	10	96	14	0	58	9	50			184	00				
St. François, Montmagny	305	81	71	1,895	98	8	54	33	1,610	26	26	85	0	70	6	58			139	00				
St. François, North East	1,073	64	182	2,195	09	14	70	19	406	97	190	81	0	88	5	48			370	00	3	33	40	00
St. Gabriel de Brandon	767	76	562	10,764	36	60	03	191	4,959	44	107	69	0	17	33	38			330	00	25	00		
St. Gabriel de Montreal	1,313	35	234	3,013	48	23	46	27	465	30	82	50	0	17	7	85			412	00			40	00
Ste. Geneviève de Batiscan	638	18	293	5,778	47	36	48	106	2,685	68	116	31	1	22	16	22	2	44	270	00				
St. George, Beauce	489	25	42	977	09	5	91	51	1,234	00	46	88	0	21	3	04			200	00	5	32		
St. George de Windsor	260	52	114	2,776	57	17	30	22	430	51	12	50	0	44	7	63			116	00				
St. George (East)	759	87†	166	4,165	95	23	55	39	887	99	43	11	0	12	11	04	2	83	320	00	6	00		
St. Germain de Grantham	443	52	358	4,297	23	28	28	90	2,278	68	49	60	0	74	12	77			220	00				
Ste. Gertrude	324	37	100	3,069	68	16	12	26	650	88	28	65	0	40	8	41			139	00				
St. Gervais	393	87	265	8,851	84	45	14	37	1,768	92	35	29	0	84	22	94			160	00	43	00		
St. Grégoire	390	80	240	7,475	41	37	85	76	2,501	25	76	30	3	19	21	31			212	00				
St. Guillaume d'Upton	563	31	271	5,169	61	31	68	113	4,656	15	50	88	0	19	14	65			270	00	24	00		
St. Henri de Levis	343	40	111	3,468	46	16	60	250	4,413	25	107	33	0	86	9	15			172	00	30	00		
St. Henri de Montreal	4,031	70	950	14,130	31	108	11	368	5,737	83	121	55	0	50	38	33	20	10	*616	88				
St. Hilaire Station	220	32	209	4,293	92	27	87	49	618	42	40	86			11	15			120	08	160	00		
St. Hilarion	83	24	87	2,026	11	9	92	41	1,129	28	2	82	0	58	5	74			54	00				
St. Hugues	355	17	64	1,179	52	8	26	58	1,710	99	15	00	1	14	5	82			147	00	20	00		
St. Hyacinthe	8,502	82	954	12,572	11	102	84	2,196	39,385	27	2,418	88	8	85	49	23	33	35	*2,482	50	224	00		
Ste. Irenée	151	35	80	1,655	61	8	39	15	462	70	5	75			4	53			60	00				
St. Isidore, Dorchester	300	76	92	2,706	40	13	90	31	1,222	77	19	00	0	60	7	26			120	00				
St. Jacques	404	27	237	6,186	52	31	80	67	1,357	64	121	25	0	77	15	65			170	00				
St. Jean Baptist de Montreal	2,836	20	577	7,140	22	57	70	43	946	13	108	60	0	44	18	93			600	00			80	00
St. Jean des Chaillons	521	71	430	10,176	73	55	99	100	3,581	22	75	35	1	37	28	35			200	00	20	00		
St. Jean d'Orleans	200	30	135	2,808	17	15	12	39	1,503	14	51	68	0	16	7	13			70	00				
St. Jean Port Joli	632	97	145	4,249	61	20	70	77	2,027	34	72	81	1	50	11	34			230	00				
St. Jerome	2,336	69	990	15,414	17	101	78	839	17,532	78	613	98	2	00	41	05	76	36	*706	31	24	00		
St. Johns (East)	5,809	21	967	11,096	80	85	65	1,211	17,409	56	1,686	03	6	29	33	79	122	36	*1,442	62	20	00		
St. John Suburb (Quebec)	3,758	22	1,070	9,186	78	81	92	40	472	10	356	48	1	50	23	01	0	71	800	00			400	00
St. Joseph de Beauce	1,055	53	217	2,939	71	18	05	103	3,078	62	121	02	0	76	8	50	0	04	408	00	2	50	40	00
St. Jovite	515	61	386	8,018	13	40	93	119	2,772	55	103	02	1	91	20	36			272	00				
Ste. Julie de Somerset	613	90	5	235	86	1	19	51	1,095	25	66	15	0	43	1	99			230	00				
Ste. Julienne	190	56	101	8,731	29	44	96	100	1,573	81	58	51	1	04	22	57			97	00				
St. Justin	317	35	142	3,070	04	18	72	102	1,524	99	141	02			10	24	28	36	190	00				
St. Laurent, Montreal	891	23	76	1,188	74	8	15	126	1,823	02	62	27			5	82			300	00				
St. Lawrence St. Centre (Montreal)	3,655	00	1,286	13,726	11	144	16	64	781	46	171	17	0	48	34	88	6	09	700	00				
St. Lin (Laval)	336	56	34	1,366	26	7	08	17	576	11	21	20	1	00	3	66			160	00				
St. Louis de Gonzague	324	76	172	3,564	80	19	21	28	653	69	37	23	0	67	9	10			170	00				
St. Maxime	493	87	147	2,320	09	14	93	69	1,394	47	274	26	1	61	7	42			240	00				
St. Michel de Bellechasse	575	62	117	3,377	46	16	14	60	1,542	50	83	34	1	05	8	99			270	00				
St. Odilon	407	47	160	4,193	65	23	98	27	431	61	60	03	0	27	10	68			184	00				
St. Ours	566	54	218	4,429	30	25	05	66	1,980	74	47	22	0	29	12	14			290	00	6	00		
St. Pacome	361	30	6	284	78	1	31	11	292	25					0	71			160	00				

† Accounting from May 1, 1901. *Including commission on box rents. • Accounting from Jan. 1, 1901, and offices closed April 1, 1901

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid	Total Amount of Postal Notes paid.	Compensation paid to Post masters on P. N. business.	Compensation paid to Post masters on M. O. business.	Compensation paid to Post masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ c
St. Paschal	616 03	75	1,416 27	7 75	77	1,778 83	32 30	1 23	5 37	.....	250 00	4 00	.....
St. Patrick's Hill	244 15	223	4,905 43	29 58	59	1,278 80	16 65	.....	16 59	21 91	135 00	.....	.....
St. Paul's Bay	826 34	744	21,452 31	107 34	358	11,080 38	333 11	1 49	67 15	.....	360 00	20 00	.....
St. Philippe d'Argenteuil	290 64	424	6,061 21	36 44	47	1,059 09	10 00	0 17	15 25	29 23	130 00	2 00	.....
St. Pie	365 98	298	5,226 15	33 40	116	2,420 72	56 17	1 08	15 21	35 87	170 00	16 00	.....
St. Pierre les Becquets	519 09	184	4,275 86	23 46	65	2,110 52	24 80	0 59	12 82	.....	310 00	90 00	.....
St. Pierre, Montmagny	258 48	119	1,843 08	10 08	45	1,833 50	20 72	.....	4 95	.....	115 00	28 00	.....
St. Polycarpe	358 42	350	6,691 88	35 44	72	1,850 37	89 85	.....	17 99	.....	160 00	22 00	.....
St. Raymond	768 93	579	10,644 74	58 77	76	2,296 94	68 63	0 30	27 57	13 88	300 00	.....	.....
St. Remi	671 46	808	13,325 80	75 15	301	11,793 22	102 55	0 44	38 66	27 23	270 00	20 00	.....
St. Roch de Québec	8,079 28	1,721	27,107 75	203 19	714	12,772 51	1,510 06	7 11	71 89	71 31	600 00	.....	700 00
***Ste. Rose	342 36	41	715 79	4 09	11	195 55	44 15	54	1 79	.....	120 00	1 34	.....
St. Sauveur de Québec	2,955 44	602	10,156 47	71 50	157	2,028 19	240 10	2 63	26 19	6 47	620 00	.....	405 00
St. Sauveur des Montagnes	161 53	98	1,907 43	9 92	41	1,224 64	11 10	20	4 90	.....	110 00	.....	.....
Ste. Scholastique	746 36	629	15,347 80	76 86	237	5,016 96	276 64	1 37	39 18	98 73	348 00	80 00	40 00
St. Sebastien de Beauce	381 24	5	315 82	1 85	14	505 59	30 90	49	1 31	.....	165 00	.....	.....
St. Stanislas de Champlain	462 04	97	1,229 01	6 93	67	4,298 80	30 25	11	3 85	.....	190 00	.....	.....
St. Stanislas de Kostka	532 44	142	2,959 94	15 15	8	117 75	9 70	.....	7 40	.....	200 00	8 00	.....
St. Sylvester East	317 07	273	4,613 66	33 92	63	1,445 75	8 50	18	13 91	.....	140 00	.....	.....
St. Therese de Blainville	924 48	553	9,502 20	54 62	304	6,354 69	229 18	73	27 78	28 21	360 00	4 00	40 00
St. Tite	792 85	373	11,609 58	51 31	90	2,764 57	34 00	1 76	30 60	.....	290 00	.....	.....
St. Ubalde	310 61	130	3,269 92	16 43	35	674 31	5 00	1 34	8 48	.....	140 00	.....	.....
St. Vallier	193 06	101	1,996 12	10 60	34	418 63	187 80	23	5 26	.....	78 00	.....	.....
St. Victor de Tring	469 43	38	977 81	3 42	22	629 19	63 70	10	1 58	.....	189 00	23 34	.....
St. Vincent de Paul	455 94	102	1,503 91	9 30	67	1,131 69	46 65	65	4 05	.....	190 00	.....	.....
§Sans Bruit	686 32	10	421 91	3 25	.....	.....	.....	.....	1 04	.....	100 00	.....	.....
Sault au Récollet	308 53	84	1,452 37	11 82	58	1,382 84	55 76	29	5 46	.....	154 00	2 00	.....
Sawyerville	788 71	251	5,591 83	29 61	75	1,572 43	100 43	5 02	15 25	8 21	340 00	10 00	40 00
Scotstown	825 77	331	4,736 17	31 74	144	2,826 32	60 13	1 74	16 62	15 06	330 00	50 00	40 00

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Scott Junction	316 03	44	711 25	3 90	12	893 08	16 40	67	1 94	...	...	136 00	28 00	...	...	...	...	...
Shawenegan Falls	1,319 80	780	15,161 31	96 09	49	1,212 30	56 69	1 22	37 96			372 80	..	..	48 35	...	...	...
Shawville	1,328 18	656	12,295 00	67 25	227	4,616 08	490 59	2 32	32 52	27 15		420 00	30 00	40 00	...	...	...	...
Sherbrooke	17,471 92	1,094	12,381 65	104 82	3,664	59,995 65	5,770 76						..	...	...	...	...	...
Sorel	2,246 08	1,283	17,442 14	112 29	681	12,131 75	845 22	3 51	50 13	2 84		†845 95	200 00	...	...	...	...	...
South Durham	636 46	244	5,503 35	24 55	79	1,724 83	71 58	21	9 88	16 58		280 00	12 00	...	...	...	...	...
South Quebec	727 23	28	490 98	2 97	14	256 79	6 30	...	1 61	...		320 00	..	...	...	...	...	...
Stanbridge East	472 05	374	4,336 16	31 64	50	833 05	17 67	...	12 39	...		232 00	..	...	...	...	...	...
Stantold	934 00	134	2,878 03	18 98	115	2,745 44	107 12	3 11	11 95	2 50		420 00	60 34	60 00	...	...	...	...
Stanstead	1,127 16	422	4,454 70	33 18	271	4,891 70	367 93	1 70	14 41	3 47		500 00	100 00	80 00	...	...	...	...
Stonefield	146 53	91	1,082 88	7 53	27	362 95	24 65	...	2 97	...		140 00	..	...	...	...	...	...
Sutton	1,148 55	657	9,250 27	59 29	94	1,311 72	114 06	2 50	23 83	56 26		420 00	...	40 00	...	...	...	...
Sutton Junction	286 30	22	461 80	2 04	17	300 91	17 30	34	1 39	...		140 00	...	...	...	...	...	...
Sweetsburg	571 36	318	4,679 26	30 11	114	1,811 27	176 81	...	12 89	1 00		275 00	...	...	...	...	...	...
Tadousac	520 06	382	11,013 57	51 55	60	1,728 77	92 38	1 22	28 30	...		230 00	106 00	...	...	...	...	...
Terrebonne	1,279 00	139	7,127 69	41 96	1,103	25,782 99	515 34	1 02	20 28	26 77		420 00	10 00	40 00	...	...	...	...
Thetford Mines	2,015 08	224	3,775 04	20 91	73	2,220 05	130 70	4 09	11 34	...		520 00	4 00	60 00	...	...	...	...
Three Rivers	7,250 78	832	14,169 11	92 85	1,659	31,227 30	1,865 46	6 83	44 22	23 16		‡2,167 31	420 00	...	...	...	...	...
Thurso	599 77	508	9,057 80	53 12	98	1,957 47	174 77	1 83	23 24	12 64		325 00	20 00	40 00	...	...	...	...
Tring Pistobs	1,041 44	759	21,114 19	106 20	141	4,015 18	139 35	...	57 34	28 85		436 00	23 64	40 00	...	...	...	...
Ulverton	551 84	107	2,500 69	14 74	121	1,619 09	189 47	...	6 31	...		220 00	...	...	...	...	...	...
**Upper Bedford	124 26	4	14 90	36	10	247 86	2 75	...	...	...		95 00	...	...	...	...	...	...
Valleyfield	4,289 33	1,977	22,572 71	180 15	664	12,385 93	1,051 98	...	63 22	26 87		1,180 00	16 00	...	...	...	...	...
Varennes	309 95	241	5,263 89	26 64	35	629 51	79 04	71	13 18	...		165 00	..	...	...	...	...	...
Vaudreuil	316 41	101	1,759 61	12 75	50	729 81	111 73	75	4 42	...		165 00	...	...	...	...	...	...
Verchères	276 90	12	292 65	1 52	62	1,506 99	113 40	37	99	...		125 00	12 00	...	...	...	...	...
Victoria Avenue (Westmount	636 66	5	22 65	42	1	3 45	1 80	...	...	...		50 00	...	...	...	...	...	...
Victoriaville	2,223 23	624	6,206 00	46 20	515	16,038 66	511 92	1 52	18 19	36		600 00	80 00	252 05	...	...	...	...
Ville Marie	353 96	368	12,004 76	52 88	86	2,047 53	35 53	61	32 80	...		180 00	10 00	...	...	...	...	...
Visitation Street (Montreal)	1,984 66	220	3,009 89	25 67	15	146 21	31 05	55	7 81	...		100 00	...	...	...	...	...	...
Wakefield	566 27	120	3,002 41	15 47	74	1,447 87	151 78	1 26	8 19	...		273 00	...	...	...	...	...	...
Warwick	687 25	308	5,330 44	30 72	89	2,288 93	100 18	92	15 71	...		320 00	60 00	40 00	...	...	...	...
Waterloo East	2,315 47	1,159	11,960 20	85 63	635	9,555 11	1,109 89	3 36	37 13	6 58		800 00	6 00	120 00	...	...	...	...
Waterville	899 91	225	4,710 09	27 62	97	1,713 10	88 17	2 13	12 97	...		380 00	..	40 00	...	...	...	...
Weedon Station	468 45	67	1,063 09	7 05	33	795 11	42 99	1 65	3 55	...		260 00	20 00	..	...	...	...	...
Wellington St. Montreal	857 24	11	53 85	50	...	...	...	...	13	...		66 67	..	..	...	...	...	...
West Bromo	266 66	99	1,626 71	9 92	31	327 65	27 20	1 39	4 50	...		170 00	1 00	...	...	...	...	...
Westmount	4,063 45	1,279	11,061 56	119 30	391	6,905 86	375 12	...	33 12	23 59		360 00	...	...	...	...	...	...
Westmount West	240 75	80	2,040 49	9 52	30	688 39	25 44	2 08	5 96	...		156 00	...	...	...	...	...	...
Wi[illegible]	2,068 28	598	12,329 31	74 91	180	3,619 91	393 62	4 76	34 21	32 48		640 00	8 00	80 00	...	...	...	...
Wo[illegible]	536 86	267	5,019 24	27 74	58	1,534 88	46 40	12	18 69	...		274 00	10 00	..	...	...	...	...

†Accounting from September 1, 1900. **Accounting from January 1, 1901. ‡Accounting from November 1, 1900. *Salary, &c., entered in Auditor General's Report.
Including commission on box rents. Accounting from January 1, 1901. ' Money order business closed March 1, 1901. Accounting from June 1, 1901.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Quebec—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Yamachiche	727 05	376	5,456 51	33 14	95	1,959 35	54 00	83	15 68	103 00	330 00	50 00	40 00
Non accounting Post offices	140,563 86	.....	.....	.....	.....	.....	.....	.....	.....	.....	60,676 80	2,275 99	.....
	970,300 80												
Less—Value of postage stamps affixed to postal notes	1,109 68	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	969,191 12	157,766	2,528,416 53	17,185 18	169,318	2,862,100 74	228,356 12	547 24	6,165 90	4,644 34	175,596 76	9,666 19	7,205 40

PROVINCE OF NOVA SCOTIA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1901.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Acadia Mines	1,029 23	727	7,726 23	58 21	116	6,613 43	187 53	1 69	26 36	. .	480 00	24 00	60 00
Advocate Harbour	523 50	671	8,271 10	55 36	129	2,524 61	17 17	1 23	24 81	3 68	216 00	18 00	.
Amherst	8,455 14	904	11,381 11	89 31	3,550	60,352 20	2,526 26	6 80	41 94	. .	*2,451 24	100 00	.
Annapolis	2,506 00	1,608	16,658 39	124 33	732	12,162 80	472 47	1 81	51 18	22 68	880 80	80 00	.
Antigonish	3,388 33	1,812	18,579 69	127 05	2,826	52,575 77	1,083 17	3 37	92 00	35 13	*1,023 83	300 00	.
Arichat	704 65	1,505	34,389 21	179 45	927	21,384 94	135 80	0 64	120 20	. .	340 00	36 00	.
Aspen	201 64	101	1,388 12	9 56	34	1,414 37	20 97	0 35	5 96	. .	72 00	8 00	.
Aylesford	392 63	243	2,978 35	19 72	64	1,013 25	35 35	0 23	7 70	. .	140 00	2 00	.
Avonport Station	195 30	94	1,113 10	9 32	28	707 94	33 08	. .	3 92	. .	100 00	8 00	.
Aylesford	664 81	606	7,208 87	51 74	241	4,132 96	89 19	1 26	23 17	8 17	300 00	30 00	.
Baddeck	1,095 70	730	10,046 42	71 17	362	9,761 66	103 38	1 48	39 36	32 55	*418 09	50 00	.
Barney's Brook	118 55	43	240 25	1 48	43	1,364 65	0 77	. .	0 82	. .	60 00	4 00	.
Barrington	523 60	646	8,507 80	57 28	342	8,309 49	62 00	0 94	31 51	. .	310 00	156 66	.
Barrington Passage	130 01	50	649 77	4 40	12	319 56	2 15	0 19	1 63	. .	172 00	132 66	.
Barrtonfield	147 37	31	363 72	2 98	5	105 26	0 84	0 38	0 88	. .	72 00	.	.
Bass River	465 79	396	4,702 37	33 87	133	3,592 54	25 70	0 48	15 21	10 17	220 00	4 00	.
Bayfield	111 63	97	1,116 47	8 80	129	2,478 96	36 76	0 80	7 58	. .	60 00	.	.
Bear River (West Side)	1,277 37	1,165	12,461 57	90 46	322	5,545 04	113 18	0 77	38 92	. .	440 00	4 00	40 00
Beaver's Bank	444 68	144	1,433 76	11 37	45	516 46	35 83	0 18	3 19	. .	240 00	12 00	.
Berwick	1,498 57	958	11,283 41	86 39	564	9,843 24	220 61	2 76	37 38	20 19	480 00	50 00	60 00
Bible Hill	506 54	141	1,663 92	8 59	26	378 10	13 49	. . . .	2 69	. .	200 00	8 00	.
Blandford	231 79	135	2,382 19	14 40	174	2,971 85	35 56	. . . .	9 77	. .	90 00	20 00	.
Bridgetown	978 02	462	7,333 47	48 19	29	431 26	1 20	. .	18 56	. .	130 00	.	.
Bridgewater	2,758 78	1,476	13,782 05	112 93	930	14,763 51	348 62	0 24	44 67	2 80	760 00	30 00	120 00
Brookfield	233 36	270	3,155 24	32 42	141	3,761 59	26 68	0 88	17 95	0 81	180 00	.	.
Brookfield	2,852 75	2,386	30,707 45	207 17	855	14,313 42	344 15	2 03	88 84	38 60	720 00	180 00	140 00
Broad Cove Chapel	59 32	38	2,304 32	10 85	25	480 68	5 00	. .	6 45	. .	24 00	.	.
Broad Cove Marsh	38 07	88	1,196 86	10 34	102	1,978 59	88 80	1 21	5 75	. .	108 00	80 00	.
Broad Cove (Queens)	136 87	148	1,865 71	14 34	90	1,926 95	13 40	0 15	8 64	. .	80 00	.	.

† Accounting from March 1, 1901. * Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Caledonia Corner	443 32	198	9,156 42	53 74	206	3,849 37	59 10	0 79	26 34	10 90	268 00	76 00	...
Cambridge Station	466 34	120	1,435 06	10 63	84	902 14	53 84	1 12	4 12	...	200 00	24 00	...
Canning	1,277 71	1,409	18,125 37	119 32	341	5,537 01	197 98	1 07	51 78	5 46	440 00	30 00	60 00
Canso	1,406 57	2,320	27,617 74	191 37	339	4,837 10	206 14	0 31	70 79	12 59	496 00	...	60 00
Cape North	138 38	118	5,715 92	24 90	20	382 53	17 30	0 69	14 45	...	60 00	10 00	...
Chesley's Corners	482 42	421	7,372 21	44 00	137	3,454 36	18 85	0 60	21 24	...	200 00	100 00	...
Chester	944 61	670	14,288 04	78 33	318	7,455 80	148 90	1 81	45 28	15 04	350 00	30 00	40 00
Chester Basin	521 46	173	2,509 57	15 77	77	1,760 01	6 83	0 70	6 39	...	180 00	20 00	...
Chetticamp Chapel	19 00	166	5,822 34	27 32	63	1,999 63	24 99	...	15 30	...	16 00	...	...
Christmas Island	171 50	97	1,401 97	8 80	21	449 65	11 20	...	4 29	...	56 00	10 00	...
Church Point	962 50	182	5,146 41	28 37	59	1,186 09	30 65	0 85	13 78	...	270 00	...	...
Clarence	89 29	81	1,218 37	7 59	14	202 39	2 70	...	3 24	...	40 00	...	...
Clarke's Harbour	495 13	646	9,251 15	58 29	84	1,718 15	25 56	0 20	24 93	...	220 00	6 00	...
Clementsport	523 91	234	3,320 40	21 35	141	2,624 02	25 05	0 52	11 10	...	150 00	17 50	...
Cleveland	199 99	49	999 54	5 73	42	983 51	36 05	0 63	3 59	...	106 00	72 00	...
Clyde River	138 55	107	1,813 83	11 20	80	1,586 26	12 25	0 31	6 96	...	92 00	20 00	...
Cold Brook Station	232 74	25	250 67	2 17	16	68 66	5 56	0 44	0 63	...	120 00	...	...
Dartmouth	3,583 40	662	7,697 10	62 06	736	12,817 80	196 68	0 63	28 63	6 40	1,036 88	12 00	...
Descouse	205 26	178	4,977 34	24 53	401	11,585 28	12 99	0 65	35 63	...	120 00	4 00	...
Digby	2,806 66	1,572	16,223 17	123 79	749	13,430 19	562 27	2 11	56 21	20 91	840 00	130 00	120 00
Doctor's Cove	59 79	57	985 33	6 10	31	760 10	8 90	0 21	4 05	...	52 00	...	...
Dufferin Mines	144 66	152	3,471 40	21 97	10	311 74	11 00	...	8 67	...	100 00	...	...
Dutch Village	447 58	25	192 72	1 69	14	155 71	...	...	0 18	...	76 00	...	...
East Pubnico	137 92	71	1,738 97	9 85	38	1,035 81	8 20	0 67	6 30	...	93 00	...	...
East Southampton	42 48	27	414 30	2 44	3	30 50	...	...	1 03	...	24 00	6 00	...
Economy	191 25	190	2,409 12	16 33	52	1,424 87	11 46	0 80	7 98	0 38	166 00	...	...
Elmsdale	560 76	420	5,969 88	38 13	135	2,819 27	29 75	0 57	16 82	...	280 00	4 00	...
English Town	164 53	89	1,122 89	7 15	71	1,813 04	10 55	0 32	4 71	...	90 00	29 50	...
Eureka	475 42	392	5,213 09	37 15	102	1,696 93	37 75	0 53	13 98	...	250 00	35 00	...
Five Islands	230 38	246	3,458 27	24 28	74	1,613 71	20 87	1 21	9 96	...	124 00	...	...
Folly Village	280 08	189	2,974 18	19 31	83	1,132 56	42 07	0 39	8 20	...	130 00	...	...
†Forest Hill	102 17	12	149 46	0 75	1	49 83	...	...	0 37	...	70 00	...	...
Freeport	273 82	409	7,388 14	41 90	39	766 97	30 63	0 92	19 48	...	110 00	...	...

Frizzleton	104	71	76	1,665	63	9	93	77	3,392	51	18	86	0	60	6	37			48	00	4	00		
Gabarouse	166	75	211	5,826	20	30	22	54	1,270	91	9	70	0	21	15	25			66	00	16	00		
Gaspereaux	333	32	46	729	47	5	75	39	579	77	29	25	0	11	2	46			265	00	8	00		
Glenwood	82	14	19	585	69	3	90	36	721	25			0	29	2	93			44	00	2	00		
Goldboro	335	69	189	4,469	86	23	03	44	1,078	97	18	90			12	50			158	00	4	00		
Gottingen St. (Halifax)	5,280	15	1,659	17,988	13	154	33	76	965	33	208	84	2	23	45	49			240	00				
Grand Etang	114	87	154	2,403	38	13	71	95	2,362	48	14	55	0	59	8	94			54	00				
Grand Pre	319	51	272	2,791	87	20	63	125	2,479	68	51	90			9	46			160	00	7	34		
Granville Centre	88	10	83	1,094	68	7	61	32	612	41	28	39	0	11	3	16			44	00				
Granville Ferry	696	86	595	6,487	59	47	76	119	1,986	32	46	31	0	33	18	45			320	00	61	27		
Great Village	695	39	496	6,951	16	42	66	259	4,841	59	176	46	0	90	19	37	5	24	350	00	160	00	40	00
Guysboro	898	68	1,222	10,256	10	102	59	537	10,817	90	219	02	0	99	49	35	0	06	430	00	200	00	40	00
Halifax	58,135	14	9,023	124,757	46	1,057	69	32,818	544,228	34	19,395	46	$32	76					*					
Hantsport	948	53	1,405	20,119	68	130	40	436	7,788	09	253	97	1	99	59	09	20	57	380	00	12	00	40	00
Harbour au Bouche	229	63	458	11,008	83	58	17	266	4,390	21	47	33	1	05	34	28			108	00				
Hazel Hill	373	70	960	10,372	49	88	57	21	297	82	9	75	1	15	26	37			230	00	2	00		
Hebron	496	20	304	3,140	96	27	07	154	3,519	55	60	50	0	31	9	92			220	00				
Hopewell	496	17	187	3,977	09	21	94	148	2,916	99	69	86	1	13	13	59	6	04	236	00	20	00		
Hortonville	266	98	199	3,278	86	21	10	99	2,627	43	19	53	0	77	8	43			140	00				
Hubbard's Cove	397	70	137	2,805	34	18	16	83	4,080	12	23	94	1	20	7	72			180	00	20	00		
Ingonish	85	74	83	1,152	83	8	69	22	406	13	7	70			3	87			76	00	30	00		
Iona	213	28	35	613	27	3	32	23	529	51	20	94			2	25			64	00	10	00		
Isaac's Harbour	358	29	250	5,383	27	28	90	99	2,707	69	47	10	1	06	16	45	2	30	164	00				
Joggin Mines	762	86	1,062	13,282	23	84	78	97	1,440	12	27	72	0	34	34	43	5	96	340	00	4	00	40	00
Kempt Cove	169	78	206	4,276	83	28	55	109	2,444	72	36	20	0	17	14	09			180	00				
Kentville	4,375	07	2,293	25,554	80	198	89	1,260	19,353	40	586	97	2	01	76	37			1,220	00	200	00	95	00
Kingsburg	217	85	237	3,757	64	25	38	58	634	52	86	95	0	93	9	83			100	00	4	00		
Kingston Station	623	74	499	5,872	67	44	15	244	4,099	77	73	26	0	77	17	11			280	00	48	00		
Lawrencetown	841	40	606	7,054	26	50	88	335	4,081	10	130	17	0	81	19	51	0	19	340	00	17	50	40	00
Little Harbour	233	52	168	2,803	71	15	55	42	794	81	2	35			8	16			160	00	18	00		
Little Glace Bay	3,050	86	4,268	61,168	39	480	24	367	6,886	62	147	07			164	65	37	19	680	00	24	00	80	00
Liverpool	2,374	85	1,831	17,929	62	144	68	675	11,677	30	213	40	1	90	39	33	32	63	1747	88	120	00	41	65
Lochaber	501	98	162	9,815	36	39	41	98	2,486	23	6	25	0	13	29	48			222	00	37	00		
Lockeport	767	61	1,098	15,888	05	104	78	324	8,180	34	103	93	2	25	58	24	2	69	350	00	4	00	40	00
Louisburg	1,010	93	1,039	15,123	98	109	43	135	2,322	98	46	32			39	66			340	00	16	00		
Lower Argyle	237	66	124	2,050	20	12	42	93	2,899	16	19	85			10	14			100	00	1	50		
Lower East Pubnico	188	59	159	3,027	84	15	95	29	542	83	2	81	0	10	8	64			80	00	6	00		
Lower L'Ardoise	164	96	165	2,485	11	14	99	104	1,966	23	20	50	0	13	8	81			70	00	2	00		
Lower Stewiacke	854	14	414	6,697	68	39	33	267	5,209	90	187	56	1	39	23	03	1	51	340	00	12	00	40	00
Lower Wood Harbour	284	54	195	2,336	17	14	89	54	1,222	87	8	90	0	47	8	51			100	00	16	00		
Lunenburg	2,843	15	1,809	27,850	13	172	56	582	9,972	20	247	09	3	09	75	45	‡		960	00	50	00		
Lyshore	177	15	60	789	69	4	02	20	406	94	2	52	0	13	2	69			90	00				
Malagash	79	00	166	1,903	94	13	15	36	710	83					6	01			50	00	24	00		
Malagash	834	75	1,001	16,394	75	99	50	294	7,785	52	63	22	0	93	48	66			340	00	160	00		
Mavillette	205	10	79	1,163	11	8	40	59	830	77	28	20	0	16	3	22			141	00	80	00		
Maccan Bay	1,213	11	1,256	17,962	94	111	47	285	5,180	92	98	21	0	41	48	97			408	00	2	00	40	00
Maccan Depot	151	12	243	6,992	12	34	90	40	722	82	7	69			17	91			74	00	6	00		
Maitland (Hants)	788	71	930	12,117	75	78	94	370	8,774	28	78	10	3	14	47	32			360	00	60	00	40	00

* Salary, &c., entered in Auditor General's Report.

† According from May 1, 1901.

§ Commission to non-accounting offices, &c.

‡ Including commission on fee notes.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Marble Mountain	240 23	35	568 56	3 03	11	213 30	1 46	0 23	1 46	.....	64 00	4 00	.....
Margarees Harbour	302 05	267	7,439 11	36 73	286	6,788 24	30 45	0 35	25 61	.....	156 00	64 00	.....
Margaretsville	253 43	160	1,827 50	12 55	99	1,433 93	8 88	0 15	6 88	.....	110 00	.....	.....
Melvern Square	318 07	132	1,327 27	9 06	77	1,203 35	19 50	0 13	3 67	.....	150 00	.....	.....
Merigomish	226 17	173	3,224 69	18 19	65	1,631 30	48 42	0 37	9 87	.....	95 00	40 00	.....
Metaghan	345 50	556	10,394 51	59 69	262	6,972 78	19 55	0 52	35 60	.....	108 00	2 00	.....
Middle East Pubnico	76 61	67	471 92	4 10	13	315 83	.....	.....	1 54	.....	36 00	.....	.....
Middle Musquodoboit	571 70	374	6,537 43	42 14	240	5,835 08	61 15	0 76	23 71	9 80	250 00	80 00	.....
Middle Stewlacke	129 55	73	1,729 30	8 62	42	905 19	8 20	0 10	5 47	.....	60 00	2 00	.....
Middleton	1,868 16	1,158	14,611 88	101 24	1,231	23,023 52	543 87	1 68	45 66	17 43	690 00	180 00	100 00
Milford Station	250 89	29	676 24	3 13	.....	.....	4 25	.....	1 68	.....	116 00	.....	.....
Mill Village	345 51	310	3,042 69	24 04	65	822 36	15 93	0 70	8 61	.....	142 00	40 00	.....
Milton	611 55	575	6,155 23	46 45	127	1,848 56	125 90	.....	16 53	.....	250 00	.....	.....
Morris St. (Halifax)	5,606 83	1,000	9,583 95	101 79	21	347 14	219 25	1 33	24 22	.....	240 00	.....	.....
Mount Uniacke	278 65	114	1,836 56	11 34	31	601 93	19 25	0 69	4 70	.....	150 00	40 00	.....
Mulgrave	880 22	992	17,622 16	101 25	198	3,332 62	87 86	2 48	47 10	4 94	320 00	12 00	40 00
New Campbellton	315 95	82	851 14	7 55	22	696 99	11 50	0 39	2 12	.....	142 00	6 00	.....
New Glasgow	7,740 71	2,385	30,135 49	221 55	2,339	35,036 23	1,923 10	8 81	104 45	76 73	*2,199 74	100 00	.....
Newport	529 64	389	6,524 26	39 55	233	4,457 77	80 87	0 40	20 11	2 33	305 00	180 00	40 00
Newport Landing	155 85	228	4,156 39	23 81	112	2,120 15	9 40	0 32	14 09	.....	72 00	.....	.....
New Ross	436 00	513	7,799 41	44 70	115	2,836 45	9 07	.....	20 48	.....	182 00	6 00	.....
New Victoria	45 99	56	661 21	4 75	10	79 82	0 40	0 23	1 75	.....	50 00	.....	.....
Nictaux Falls	169 07	156	1,550 97	11 06	49	496 11	.....	.....	4 50	.....	91 00	2 00	.....
Noel	248 27	398	6,349 78	36 57	126	3,522 36	2 41	.....	18 11	.....	108 00	6 00	.....
North Lochaber	834 60	41	726 96	4 31	18	400 70	9 00	.....	2 18	.....	140 00	8 00	.....
Northport	225 90	237	3,786 30	25 14	36	557 34	47 94	1 07	9 96	.....	90 00	.....	.....
North Sydney	4,731 52	2,444	34,648 62	242 68	1,179	23,270 39	558 02	2 97	104 97	10 35	*1,310 52	185 00	.....
Old Barns	480 45	168	1,656 60	8 60	23	395 45	2 25	.....	3 08	.....	110 00	16 00	.....
Old Bridgeport Mines	814 51	1,424	23,536 44	192 67	73	1,142 03	20 00	1 82	58 99	.....	230 00	.....	.....
Orangedale	180 07	42	848 29	4 67	31	1,318 30	24 09	0 31	2 11	.....	140 00	4 00	.....
Oxford	1,803 12	1,046	13,492 98	88 51	594	11,165 06	374 93	3 45	38 32	3 35	580 00	16 00	80 00
Paradise Lane	281 96	197	2,116 84	15 21	77	1,198 80	21 19	0 46	5 30	.....	124 00	9 00	.....
Parrsboro	3,045 27	1,767	23,523 63	157 72	693	11,233 69	513 24	2 31	67 43	26 26	930 00	30 00	140 00

SESSIONAL PAPER No. 24

1. Money order business closed Feb. 1st inst.
2. Accounting from March 1, inst.
3. Accounting from Dec. 1, inst.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Nova Scotia—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Upper Stewiacke	512 00	233	1,911 99	29 63	228	5,386 52	124 78	0 88	19 66	4 09	216 00	36 00	.....
Wallace	892 24	548	11,057 79	62 93	303	6,560 30	138 57	1 68	34 81	7 02	400 00	.....	40 00
Walton	211 50	186	1,995 41	14 22	106	2,182 21	22 10	0 79	8 28	.....	105 00	16 00	.....
Waterville	819 69	639	6,261 89	50 79	269	4,038 77	129 10	0 47	19 64	1 19	312 00	16 00	.....
Waverley	349 14	113	1,421 64	11 04	23	475 11	33 41	.....	4 07	.....	116 00	.....	.....
West Bay	326 69	147	3,500 42	18 51	159	4,074 63	80 25	1 29	12 36	.....	160 00	16 00	.....
West Gore	129 42	160	2,131 87	14 35	24	569 24	15 87	0 25	5 33	.....	50 00	.....	.....
Westport	503 36	527	9,623 30	56 04	64	965 20	41 57	0 84	24 94	3 79	200 00	.....	.....
West River, Sheet Harbour	562 08	636	14,986 41	77 67	95	3,261 59	63 65	2 49	38 60	.....	335 00	110 00	.....
Westville	1,781 35	2,146	24,081 92	177 89	638	11,367 99	196 25	0 60	69 79	36 91	560 00	17 02	80 00
Weymouth	358 54	244	2,787 92	19 49	156	2,530 03	54 35	0 15	10 81	.....	110 00	.....	.....
Weymouth Bridge	1,450 54	884	12,650 39	78 16	295	5,877 21	163 66	1 06	36 29	3 73	160 00	40 00	60 00
Whitehead	117 70	296	10,617 18	46 35	25	645 68	4 90	0 96	26 96	.....	60 00	30 00	.....
Whitney Pier	1,088 91	1,773	28,307 82	250 00	34	644 48	10 50	.....	71 22	.....	250 00	.....	.....
Whycocomagh	551 76	272	4,645 21	25 52	221	4,804 51	87 36	0 89	17 82	.....	325 00	130 00	.....
Wilmot	242 84	57	479 18	4 12	56	841 79	11 20	.....	2 61	.....	100 00	.....	.....
Windsor	5,345 81	2,296	29,564 68	236 88	1,681	26,700 16	1,081 57	1 94	89 91	56 40 *	1,712 65	30 00	.....
Wine Harbour	226 95	203	5,474 92	28 14	28	799 64	.....	.....	14 11	.....	90 00	.....	.....
Wolfville	3,335 60	2,409	22,175 75	188 06	1,300	23,563 34	691 28	2 36	66 71	11 16	1,020 00	.....	140 00
Yarmouth	9,051 26	3,872	47,619 14	375 80	3,851	61,696 09	2,277 53	7 75	168 88	98 03	3,040 92	580 00	.....
Non accounting Post Offices	67,337 47	..	.....	.....	.....	.....	.....	.....	.....	.....	35,146 55	1,523 66	.....
	330,606 33												
Less Value of postage stamps affixed to postal notes	377 52	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	330,228 81	139,573	2,002,530 83	13,780 88	94,465	1,702,080 66	49,831 17	245 90	5,649 03	1,194 97	102,356 99	8,734 07	2,656 65

* Including commission on box rents.

APPENDIX C—*Continued.*

PROVINCE OF NEW BRUNSWICK.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1901

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowances.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Albert	589 62	856	15,919 60	93 11	213	4,300 07	117 19	1 51	42 16	15 71	318 00	20 00	
Alma	317 22	291	4,057 05	25 64	59	1,161 70	36 66	1 62	19 69		145 00	2 00	
Anagance	97 35	185	2,790 91	17 10	51	801 98	26 57	16	7 66		50 00	10 00	
Andover	637 82	436	9,803 25	51 56	87	1,771 08	152 02	2 77	26 58	22 51	280 00	4 00	
Apohaqui	346 09	249	3,382 09	23 98	85	1,372 70	63 90	40	10 49		140 00	60 00	
Bass River	267 77	226	2,827 36	18 31	50	808 64	72 10	70	8 11		125 00	2 00	
Bass River	175 59	163	2,652 73	15 43	60	990 06	42 76	99	8 51		80 00		
Bath	636 68	80	1,208 59	8 80	42	849 92	20 23	1 02	3 94		225 00	10 00	
Bathurst	2,079 77	975	15,143 49	96 21	654	12,196 37	785 59	3 64	45 21	56 99	726 00	240 00	
Bathurst Village	687 11	658	12,275 35	69 14	112	1,612 91	185 15	75	31 70	72	280 00	10 00	
Bay du Vin	143 96	29	266 86	1 88	18	422 33	22 60		72		56 00	2 00	
Bayfield	274 78	160	10,245 41	57 57	67	1,977 09	21 07	2 16	27 23	8 43	116 00		
Beaton	265 84	140	2,207 64	13 39	55	1,346 56	39 85	47	6 69		130 00	2 00	
Blackville	440 64	437	6,066 73	39 16	94	1,039 61	143 15	1 47	15 71	51	200 00	12 00	
Boiestown	872 35	126	2,359 06	14 31	43	636 02	58 11	2 14	6 55		300 00	12 00	
Bristol	340 73	168	2,393 43	15 58	43	896 91	18 35	66	6 96	21 42	190 00	44 00	
Buctouche	744 33	482	10,588 77	57 99	226	4,309 32	155 86	91	31 25	2 84	330 00	62 00	40 00
Burtts Corner	134 70	79	1,366 78	8 32	4	72 25	8 60	11	3 13		68 00		
Campbellton	408 56	393	4,828 02	32 74	141	3,482 62	50 63	70	14 27		170 00	20 00	
Canterbury	3,641 84	2,847	35,746 06	258 00	735	12,639 24	881 11	2 65	95 69		1,000 00	3 00	100 00
Cape Bald	140 20	358	4,925 81	26 05	38	551 07	20 00		12 49		64 00		
Castalia	174 72	144	5,362 91	33 54	93	1,881 17	38 84	60	14 25		230 00	12 00	
Cape Tormentine	145 01	185	6,058 36	38 92	77	1,233 81	16 25	29	15 37		110 00	2 00	
Chatham	837 90	667	11,628 76	66 81	155	2,969 32	69 63	1 86	31 69	6 81	270 00	24 00	
Chatham Junction	788 51	502	8,775 99	55 14	59	1,740 72	116 08	2 05	23 56	9 77	510 00	20 00	40 00
Chipman	1,021 74	2,149	36,204 55	242 71	975	16,986 13	843 46	18 34	101 62		[1] 575 65	270 00	
Clarence	181 64	137	3,508 45	17 66	101	2,036 73	92 51	1 06	11 35	45	180 00	30 00	
Clifton	160 81	110	2,850 74	14 93	45	899 89	41 20		9 21		70 00	12 00	
Cocagne	287 82	279	4,802 37	27 57	68	986 26	8 89	92	13 12		105 00	15 00	

† Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Cody's	184 77	170	3,181 96	16 97	17	227 28	49 69	52	7 95	.....	80 00	66 00	
Coldstream	117 84	16	121 13	1 04	3	70 00	1 42	13	22	.....	50 00	24 00	
Collina	114 90	34	500 11	3 01	20	451 57	7 10	33	1 45	.....	50 00	.....	
Cross Creek	175 45	69	1,063 74	7 26	7	98 50	2 34	25	2 77	.....	70 00	10 00	
Dalhousie	1,075 23	1,305	22,124 46	127 94	204	3,331 49	261 89	2 32	56 70	.....	+174 85	10 00	
Debec	284 87	155	3,092 58	16 84	45	1,492 12	22 66	92	8 55	.....	120 00	20 00	
Doaktown	449 91	223	4,799 96	24 96	65	1,513 68	99 32	3 78	12 38	.....	190 00	.....	
Dorchester	1,568 84	916	9,550 73	69 77	493	9,018 53	449 51	1 71	29 58	27 48	625 00	16 00	80 00
Douglas Harbour	71 58	28	561 97	2 97	20	303 18	3 90	40	1 78	.....	40 00	.....	
Edmundston	1,108 97	583	6,762 65	47 66	84	1,501 21	168 33	1 25	18 71	.....	438 00	20 00	40 00
Eel River Crossing	177 98	258	4,910 79	29 69	38	883 32	18 50	40	12 35	.....	90 00	10 00	.....
Elgin	417 89	430	7,819 86	43 99	119	1,790 79	66 26	1 30	29 37	44	180 00	24 00	.....
Elm Tree	170 46	118	2,826 66	14 85	21	263 41	31 60	75	7 27	.....	64 00	.....	.....
Fairville	728 61	332	3,913 51	31 61	118	1,660 16	64 00	16	11 37	23	300 00	.....	.....
Florenceville	370 70	359	4,025 66	28 52	50	1,858 20	44 36	13	13 42	.....	160 00	12 00	.....
Florenceville East	452 62	245	3,891 35	22 45	16	222 92	20 74	40	9 91	.....	185 00	3 00	.....
Fredericton	12,507 47	1,278	16,578 95	124 15	3,299	56,836 27	3,733 19	.....	.....	.....	.....	.....	.....
Fredericton Junction	286 27	44	614 00	4 53	34	606 02	7 56	36	2 32	.....	150 00	8 00	.....
Gagetown	478 59	420	6,402 57	39 86	170	3,731 49	172 06	1 29	17 99	.....	210 00	24 00	.....
Garden Street (St. John)	795 93	312	3,146 88	28 30	12	94 94	62 57	29	7 86	.....	100 00	.....	.....
Gibson	600 97	94	1,445 86	9 35	53	877 20	21 58	1 93	4 48	.....	280 00	.....	.....
Glassville	306 23	146	3,805 43	19 88	18	191 75	42 32	1 38	9 55	.....	120 00	2 00	.....
Grand Anse	283 94	105	1,041 94	7 86	44	753 59	20 44	81	4 03	.....	100 00	1 00	.....
Grand Falls	889 25	487	7,304 72	44 19	81	1,576 47	134 23	2 21	19 56	20 79	320 00	36 00	40 00
Grand Manan	446 59	507	13,309 82	72 33	115	2,795 71	58 45	78	34 91	.....	205 00	50 00	.....
Great Shemogue	186 46	287	8,385 33	37 58	67	903 24	21 56	.....	21 12	.....	80 00	.....	.....
Hampstead	65 68	139	2,845 99	15 81	23	532 57	10 19	.....	7 27	.....	40 00	.....	.....
Hampton	382 05	552	8,728 62	51 70	253	3,358 25	169 53	1 14	24 70	5 40	185 00	5 00	.....
Harcourt	836 65	779	17,945 45	92 04	237	3,639 27	248 70	1 85	48 14	.....	395 00	30 00	40 00
Hartland	1,255 39	698	9,331 20	60 75	244	4,544 02	212 32	2 34	26 63	15 97	410 00	12 00	40 00
Harvey	129 68	342	5,604 38	33 08	96	2,078 52	40 47	1 08	17 00	8 96	245 00	.....	.....
Harvey Station	371 64	225	3,581 47	20 89	63	1,455 66	31 09	40	9 90	.....	160 00	16 00	.....

Haymarket Square (St. John)	748 58	159	1,626 91	13 26	2	10 38	16 90	6 34	4 67			100 00										
Hillsborough	856 01	883	2,553 25	75 87	260	5,447 16	171 82	0 86	29 10	221 90		330 00	15 00	40 00								
Hopewell Cape	347 21	258	5,390 51	35 53	199	2,637 63	187 94	2 80	15 42			190 00										
Hopewell Hill	335 55	33	679 35	3 15	2	10 90	19 60	0 27	1 70			110 00	10 00									
Hoyt Station	106 14	67	930 28	5 57	94	1,442 05	33 50	0 40	3 61			64 00	12 00									
Indian Town	1,379 38	279	1,739 86	31 35	61	1,197 09	99 49	0 55	12 37	13 90		440 00		80 00								
Inkerman	100 18	213	2,695 51	16 01	10	240 55	6 93	0 16	7 14			48 00	2 00									
Jacksonville	116 43	156	2,294 43	14 89	55	682 90	8 21	0 27	6 37			44 00										
Jacquet River	274 38	377	5,982 46	31 94	47	638 57	40 40	1 29	13 20			130 00	10 00									
Kilburn	160 43	27	421 35	3 02	19	622 54	19 50	0 25	1 52			180 00	16 00									
Kingsclear	82 41	35	509 68	3 88	15	256 04	7 20	0 21	1 45			36 00	2 00									
Kingston, Kings	77 94	75	1,276 47	7 25	21	345 68	9 90		4 16	0 06		48 00	2 00									
Kintore	37 79	29	367 06	2 37	13	264 36			1 38	2 70		28 00	1 00									
Kouchibouguac	211 85	76	946 44	6 14	33	547 21	10 60		2 99			116 00	6 00									
Lepreaux	211 14	76	984 31	6 76	34	539 06	16 20	0 16	3 08			96 00	20 50									
Loggieville	725 87	191	2,761 24	17 76	33	246 77	77 38	1 01	6 94			260 00										
Lord's Cove	150 14	187	4,337 06	23 42	5	100 00	13 53	0 22	11 33			72 00										
McAdam Junction	811 76	1,010	11,804 07	80 14	66	813 80	36 39	0 77	29 67	12 33		280 00	10 00									
Marysville	1,398 92	56	748 79	6 09	64	555 11	100 93	1 04	2 50			420 00		40 00								
Medductic	166 61	130	1,451 43	11 37	47	907 56	44 76	0 74	4 86			80 00	2 00									
Memramcook	282 23	196	2,272 16	14 85	266	1,357 07	148 23	1 00	10 24			108 00	16 00									
Middle Sackville	930 09	297	2,927 06	21 30	57	977 56	38 50	1 19	8 18			260 00										
Moncton	373 50	357	5,498 97	32 53	51	956 15	43 72	1 23	14 04			170 00	2 00									
Milltown	962 62	729	9,067 37	67 72	100	1,570 47	32 94	0 73	24 39	13 16		380 00		40 00								
Milltype	413 33	251	2,763 08	19 07	41	691 18	24 25		7 63			170 00	10 00									
Moncton	13,960 68	3,541	38,754 99	307 47	4,033	70,874 17	3,687 23	10 35	121 68	110 06	†8,456 81	620 00										
Norrisville	57 95	157	3,156 98	20 10	57	1,289 66	39 03		9 70			60 00	20 00									
Newcastle	3,113 12	1,525	22,851 65	148 52	641	11,646 91	773 37	2 76	62 92	1 38	‡1,350 25	100 00										
New Maple	329 94	157	2,884 44	15 81	60	1,200 10	26 95		7 54			185 00	2 00									
Norton	390 24	347	6,073 15	34 86	144	2,730 06	119 46		18 17			180 00	195 00									
Oak Point	78 77	104	1,660 00	10 76	19	380 95	12 07	0 31	1 36	2 81		30 00										
Onondaga	102 02	210	2,826 54	18 77	99	2,168 80	76 08	0 61	7 87			206 00	36 00									
Osseltown	812 01	349	3,070 13	24 63	165	1,802 82	40 35	0 13	9 40			260 00	90 00									
Penobsquis	623 98	312	4,925 59	27 53	154	2,387 35	30 75	0 26	15 96			168 00	10 00									
Perth Centre	907 32	198	5,116 01	26 19	40	571 66	43 70	2 28	13 53			320 00	50 00	40 00								
Petitcodiac	927 36	477	10,964 80	55 91	312	4,395 90	201 56		32 09	0 82		465 00	90 00									
Petit Rocher	245 11	249	2,821 80	19 77	75	1,161 31	37 35	0 57	7 25			135 00	3 00									
Pointe de Bute	231 47	117	1,449 59	10 33	30	673 16	24 40	0 71	4 40			130 00										
Port Elgin	689 80	304	4,111 98	28 08	184	1,829 82	91 74	0 52	13 70			200 00	30 00									
Rexton	117 18	132	2,724 81	15 05	12	405 24	2 00	0 46	6 84			48 00	4 00									
Richibucto	991 30	724	13,731 02	78 96	413	9,102 75	251 41	3 64	41 57	16 05		428 00	20 00	60 00								
Riverside	874 31	963	14,964 22	93 60	211	3,732 05	320 80	2 86	41 88			500 00	50 00	40 00								
Riverside Albert	70 02	20	141 68	1 63	32	573 05		0 34	0 72			40 00	8 00									
River Glade	205 78	174	1,499 15	11 98	52	680 86	3 35		3 84			94 00	2 00									
River Louison	123 59	197	3,116 11	19 47	20	379 47	45 20	1 07	7 80			120 00	6 00									
Rockland	73 39	26	344 14	2 31	18	610 14	8 50	0 43	1 04			17 00										
Rogersville	417 96	787	13,466 33	74 96	77	1,209 00	89 79		34 52			184 00	5 00									
Rothesay	781 90	390	4,203 56	32 80	77	1,586 79	137 25	0 42	12 42	0 89		320 00	21 00	40 00								

*Salary, &c., entered in Auditor General's Report. †Including commission on box rents. ‡Accounting from April 1, 1901. a Late Kingston, Kent.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in New Brunswick—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
St. Andrews	1,834 41	742	8,964 27	69 57	381	5,764 18	368 54	2 69	29 60	54 32	750 00	10 00	100 00
St. George	1,195 29	859	11,941 36	80 95	195	3,890 87	75 20	1 74	32 96	21 41	500 00	24 00	40 00
St. John	54,893 94	5,243	74,577 81	581 80	26,266	128,023 91	20,700 29	§21 31	.....	.....	.....	.....	.....
St. John, North	2,471 35	700	8,165 70	64 75	104	1,552 57	176 50	0 87	22 39	2 88	†505 50	.....	.....
St. John, West	1,234 90	487	5,965 32	51 18	366	5,222 50	226 14	1 51	21 03	5 86	†503 75	.....	.....
St. Joseph (Westmorld'd)	415 18	248	4,416 01	27 19	174	3,398 72	54 88	0 61	12 82	.....	180 00	5 00	.....
*St. Louis de Kent	313 44	21	625 63	3 05	4	92 12	7 27	0 49	1 56	.....	124 00	8 00	.....
St. Martin's	612 70	405	9,384 75	54 05	285	4,560 65	139 04	3 74	28 50	12 66	290 00	10 00	.....
St. Mary's	61 70	63	822 30	5 37	29	445 09	7 65	.....	2 69	.....	36 00	.....	.....
St. Mary's Ferry	858 22	185	4,383 99	22 90	91	1,153 06	52 94	0 67	11 48	.....	350 00	.....	40 00
St. Stephen	6,649 94	1,247	13,630 98	102 19	1,045	17,803 05	729 58	2 60	43 94	109 46	‡2,197 11	240 00	.....
Sackville	3,652 09	1,184	13,506 53	106 28	1,427	28,191 83	1,339 15	4 20	48 26	26 30	1,100 00	140 00	425 00
Salisbury	557 10	518	9,061 48	53 00	161	2,889 07	172 57	1 46	25 00	12 60	240 00	24 00	.....
Shediac	2,061 87	1,025	17,752 99	105 48	755	12,941 66	652 41	6 39	60 11	5 12	720 00	137 50	100 00
Sheffield	97 29	202	5,574 81	29 66	53	1,366 36	23 30	0 10	14 51	.....	186 00	.....	.....
Shippagan	209 60	202	6,383 83	32 06	25	781 24	8 16	0 50	16 21	.....	114 00	24 00	.....
South Nelson	586 83	206	3,880 75	20 72	12	208 85	22 81	.....	9 95	.....	200 00	4 00	.....
Springfield	102 11	177	3,117 99	20 22	61	1,456 93	0 50	.....	10 92	.....	67 00	10 00	.....
Stanley	374 62	355	5,841 64	32 54	54	1,099 46	22 45	0 13	15 12	.....	150 00	10 00	.....
Sussex	3,371 47	869	14,674 55	90 30	1,249	19,810 28	1,241 16	6 60	45 55	78 69	†985 66	100 00	.....
Tracadie	382 28	623	11,873 36	68 41	61	1,383 76	64 55	.....	31 33	0 06	235 00	10 00	.....
Union Street (St. John)	1,963 58	288	2,936 09	24 77	2	6 90	7 00	0 10	7 34	.....	100 00	.....	.....
Upham	113 15	114	2,499 36	14 27	27	468 29	14 00	.....	6 83	.....	50 00	.....	.....
Upper Gagetown	170 28	228	4,564 29	24 85	43	958 95	19 45	0 61	11 82	.....	66 00	.....	.....
Upper Woodstock	226 93	86	614 50	6 92	35	560 28	20 78	0 60	2 12	.....	120 00	.....	.....
Welsford	355 46	72	1,161 96	8 15	67	1,208 88	14 58	0 54	4 54	.....	140 00	24 00	.....
Westfield	107 08	39	346 77	2 99	35	482 43	38 20	0 20	1 51	.....	55 00	60 00	.....
Woodstock	5,641 51	975	12,307 82	93 08	1,586	26,556 27	1,782 14	9 24	41 11	267 41	‡1,872 75	200 00	.....

Non-accounting Post Offices	38,509 16													29,877 32	666 50	
	21,642 32															
Less—Value of postage stamps affixed to postal notes	240 24															
Totals	215,102 08	61,019	996,225 64	6,003 43	58,162	914,258 27	45,713 13	199 85	2,373 34	1,218 18	70,415 70	3,974 16	1,567 00			

* Accounting from April 1, 1891. † Including commission on box rents. § Commission to non-accounting offices, &c. ¶ Salary, &c. entered in Auditor General's Report.

APPENDIX C—*Continued.*

PROVINCE OF PRINCE EDWARD ISLAND.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1901.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alberton	1,120 95	578	7,260 05	52 60	372	7,305 06	169 03	2 65	29 39	1 72	440 00	10 00	60 00
Belfast	261 54	160	2,938 60	17 66	49	1,000 65	6 42	0 48	8 43	.....	110 00	40 00	.....
Breadalbane	227 69	123	2,445 37	13 58	66	2,864 93	22 30	0 68	7 92	.....	96 00	50 00	.....
Bridgetown	152 52	148	2,637 82	16 75	30	706 98	16 60	1 34	7 28	.....	72 00	6 00	.....
Cardigan Bridge	402 33	162	2,347 72	16 31	162	3,291 24	85 22	0 87	12 42	1 03	170 00	50 00	.....
Charlottetown	16,582 38	3,146	42,386 00	337 12	4,104	77,320 63	3,610 16	19 14	.....	.....	*	.....	.....
Freetown	163 18	72	1,209 32	7 56	30	517 52	14 26	.....	3 51	.....	90 00	4 00	.....
Georgetown	702 50	439	6,456 66	44 33	270	6,120 37	222 05	0 91	22 94	2 88	390 00	47 88	40 00
Head of St. Peters' Bay	361 27	136	1,822 51	14 19	100	1,791 79	27 05	0 56	7 37	.....	160 00	16 00	.....
Kensington	626 46	387	7,286 49	43 33	146	2,464 90	59 60	0 21	21 16	5 86	250 00	70 00	.....
Montague Bridge	1,093 98	542	7,962 73	56 76	460	11,622 18	185 77	1 69	33 21	9 64	‡379 20	112 00	.....
§Morell Station	305 98	60	1,023 56	5 68	2	23 50	5 50	0 23	2 56	.....	120 00	8 00	.....
Mount Stewart	295 25	276	4,664 86	28 42	90	1,443 86	6 32	0 68	13 40	.....	158 00	8 00	.....
Murray Harbour, South	331 40	389	6,713 07	40 53	124	3,246 29	85 95	2 94	19 87	.....	138 00	4 00	.....
New Glasgow	109 65	117	2,025 66	11 88	16	183 83	.....	0 14	5 30	.....	60 00	.....	.....
Souris East	1,303 34	620	7,925 87	57 86	677	11,640 18	109 97	2 29	38 43	0 40	520 00	72 00	60 00
Stanley Bridge	195 22	212	5,816 40	33 44	79	1,786 16	33 70	0 82	16 62	0 60	100 00	.....	.....
Summerside	4,455 67	958	11,933 32	92 08	1,374	27,088 70	1,075 74	3 66	56 12	55 93	‡1,312 18	80 00	.....
Tignish	777 35	385	5,436 90	36 59	207	3,973 99	39 53	1 65	21 58	4 21	330 00	12 00	.....
Victoria	254 57	269	5,697 21	34 04	127	2,816 36	43 16	0 36	18 40	1 85	110 00	.....	.....
Non-accounting Post Offices	14,663 79	.....	.....	.....	.....	.....	.....	.....	.....	.....	8,089 00	523 84	.....
LESS Value of postage stamps affixed to postal notes	44,478 02 45 76												
Totals	44,432 26	9,179	136,020 12	960 71	8,485	167,209 12	5,818 33	31 30	345 91	84 12	13,094 38	1,113 72	160 00

§Accounting from October 1, 1900. ‡Commission to non-accounting offices, &c. *Salary, &c., entered in Auditor General's Report. ‡Including commission on box rents.

APPENDIX C—*Continued.*

PROVINCE OF MANITOBA.

STATEMENT showing the Accounting Offices in operation; the gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1901.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P.N business	Compensation paid to Postmasters on M.O. business	Compensation paid to Postmasters on S.B. business	Salary.	Forward Allowances.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alexander	766 08	615	8,945 32	55 60	117	2,476 18	228 05	2 63	23 41	.....	370 00	1 00	75 00
Altona	595 78	211	2,253 20	18 35	37	658 61	78 98	1 48	5 73		270 00		
Arden	755 82	703	12,803 78	75 38	126	3,757 18	93 30	2 87	34 21	1 19	260 00	10 00	
Austin	829 19	324	4,470 64	31 65	99	2,180 07	74 02	2 58	12 12		360 00		75 00
Baldur	735 39	485	9,518 70	53 72	159	3,123 28	264 36	3 83	25 05	... ...	350 00	12 00	75 00
Balmoral	658 97	230	2,890 45	18 68	41	1,025 34	9 50		8 17		250 00	12 00	
Belmont	718 14	203	3,030 58	23 00	114	2,498 70	158 63	3 97	9 85		320 00	24 00	75 00
Beulah	246 22	209	7,978 40	42 93	415	3,915 62	1,249 88	2 63	21 17		157 00		
Binscarth	549 99	278	4,676 40	34 12	123	2,119 31	120 21	2 47	14 77		220 00	20 00	
Birtle	1,293 55	526	9,216 76	58 87	297	5,885 33	597 95	6 16	27 00	6 15	500 00	5 00	100 00
Brandon	2,167 52	1,022	13,670 76	89 96	390	7,956 25	747 96	6 04	58 00	11 53	780 00	20 00	175 00
Brandwardine	143 15	270	3,684 87	22 70	23	654 65	18 87	0 29	9 93		100 00	16 00	
Brandon	13,876 88	1,780	23,715 56	185 30	2,781	59,521 63	7,316 60	16 69	77 88	31 70	3,662 50	180 00	
Carberry	2,701 57	1,029	14,109 98	97 63	399	8,444 67	495 86	6 80	37 96	4 85	880 00	40 00	175 00
Carman	2,959 63	2,196	24,923 14	190 96	453	10,958 24	451 10	5 83	79 14	6 69	900 00	36 00	200 00
Carnduff	766 39	191	2,923 34	16 99	197	2,734 24	149 65	3 96	6 17	2 17	320 00		75 00
Cartwright	346 84	156	3,077 38	17 25	51	1,387 96	65 50	1 81	8 59		185 00		
Carman City	949 86	320	6,477 70	36 16	160	2,974 69	314 70	3 32	16 98		380 00		75 00
Carman Road	809 42	144	2,968 74	17 28	92	2,599 70	136 15	2 21	9 83		370 00	20 00	75 00
Deloraine	3,109 19	893	21,087 09	113 83	846	26,668 63	682 79	8 30	68 89	4 77	960 00	113 84	175 00
Deroche	137 46	215	4,077 15	30 16	28	823 96	63 79	2 17	16 43	..	90 00		
Deerwood	1,930 56	858	15,140 48	93 70	321	8,653 62	561 50	7 66	42 69	5 26	660 00	17 50	125 00
Dominion City	709 91	944	15,820 28	90 61	97	2,169 26	79 15	1 26	42 63	3 26	280 00	21 67	
Douglas Station	460 32	449	5,880 65	37 23	58	1,573 93	71 15	1 25	14 92		240 00	28 00	
Dunrea	359 14	191	4,498 56	25 40	25	644 05	19 54	1 95	11 01		100 00	6 00	

Including commission on Postal Notes.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Post masters on P. N. business.	Compensation paid to Post masters on M. O. business.	Compensation paid to Post masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
*Elgin	752 01	529	9,843 68	52 65	25	532 09	64 35	0 27	24 60	.....	250 00	0 84	.....
Elkhorn	1,001 09	705	14,844 51	86 24	241	5,808 08	427 40	5 49	42 53	9 72	533 50	90 00	100 00
Elphinstone	99 59	32	201 07	2 22	18	644 51	58 15	0 65	0 84	.....	53 00	.....	.....
Emerson	1,426 42	889	13,089 85	86 45	288	5,843 72	514 22	3 18	36 10	5 19	520 00	66 00	100 00
Fort Rouge	2,296 30	233	1,752 54	17 83	17	286 18	56 40	0 66	4 56	0 10	100 00	.....	.....
Fox Warren	282 48	381	5,630 87	35 16	31	501 74	93 15	1 94	14 33	.....	130 00	11 34	.....
Franklin	441 16	454	9,277 93	52 13	43	1,289 75	44 35	1 77	23 35	.....	200 00	2 00	.....
**Gilbert Plains	319 62	79	988 01	5 81	5	135 10	62 35	0 55	2 73	.....	50 00	19 33	.....
Gladstone	1,775 36	570	9,590 50	61 76	295	6,326 10	287 31	4 77	27 53	5 38	520 00	12 00	100 00
Glenboro	962 63	463	6,058 21	41 71	113	2,606 36	213 43	3 30	15 77	.....	460 00	3 00	100 00
***Glenlyon	80 16	162	7,647 64	31 88	53	2,678 31	9 00	0 31	18 92	.....	75 00	.....	.....
Grand View	241 85	38	669 40	3 44	3	160 00	1 00	0 07	1 67	.....	26 86	.....	.....
Gretna	1,490 39	624	6,879 21	60 79	132	5,480 90	205 43	3 56	17 96	.....	631 67	10 00	150 00
Griswold	868 58	364	8,700 20	48 14	113	2,087 78	164 07	4 10	22 21	1 58	381 08	180 00	75 00
Hamiota	1,437 38	626	12,146 03	70 18	182	5,418 98	302 88	4 18	31 28	.....	520 00	4 00	100 00
Hartney	1,485 82	709	13,647 01	80 12	164	4,376 98	345 81	7 79	37 46	2 09	554 30	3 00	100 00
High Bluff	579 38	148	1,827 24	22 11	53	1,304 84	56 50	0 83	11 77	0 12	230 00	.....	.....
Hilton	202 62	51	1,528 76	7 29	12	305 18	15 20	1 74	4 30	.....	135 00	.....	.....
Holland	1,021 31	402	1,482 64	32 46	131	2,971 76	184 85	2 15	13 12	.....	400 00	10 00	75 00
Isabel Street (Winnipeg)	3,710 53	350	3,158 18	29 76	3	21 00	89 60	1 50	7 89	.....	100 00	.....	.....
Isabel Street, North (Winnipeg)	1,366 48	421	3,921 31	35 89	11	80 88	5 70	0 20	9 79	0 22	100 00	.....	.....
Killarney	1,595 39	1,005	15,323 23	97 52	247	5,205 94	412 80	7 07	42 39	5 36	560 00	16 00	125 00
Larivere	434 58	177	2,857 59	17 79	34	982 68	28 65	0 61	7 47	.....	210 00	6 00	.....
Lauder	411 99	240	6,381 82	32 61	45	1,568 71	70 06	1 86	16 12	3 92	197 86	.....	.....
Letellier	423 55	103	2,551 23	14 75	16	177 78	6 85	1 40	6 47	.....	180 00	6 00	.....
Macgregor	1,253 83	1,013	12,060 80	84 01	195	4,500 59	264 64	3 53	33 49	6 94	430 00	6 00	75 00
Main Street North (Winnipeg)	828 62	193	1,508 12	16 10	2	62 95	65 85	0 44	3 88	.....	100 00	.....	.....
Makinak	556 29	110	2,178 88	12 04	45	1,471 80	54 42	0 38	7 19	.....	216 00	16 00	.....
Manitou	2,010 52	1,185	17,825 97	116 20	332	8,176 61	538 19	4 71	50 50	6 61	700 00	30 00	150 00
†Margaret	119 53	146	3,636 40	18 98	6	257 88	10 50	0 40	9 04	.....	30 00	2 50	.....
§Marquette	211 19	28	502 52	3 12	4	130 15	37 39	0 72	1 40	.....	110 00	13 50	.....

Mather	259 14	140	2,084 61	13 39	17	408 67	45 30	0 64	5 48			90 00						
Melita	1,748 79	535	7,640 01	50 70	310	9,106 53	844 84	5 49	20 17	3 52		600 66	6 00	125 00				
Methven	182 40	50	941 65	5 26	25	759 04	18 75	0 83	3 42			160 00						
Miami	816 49	851	14,491 48	82 10	121	2,362 90	204 35	1 78	36 63			360 00	2 00	40 00				
* Minnewa	434 46	4	28 65	0 19			19 00	0 33				108 57	20 00					
Minitonas	227 15	209	3,752 20	21 77	32	978 95	14 01	0 19	9 47			93 25	1 67					
Minnedosa	2,356 01	1,636	19,970 88	140 81	683	14,848 45	906 37	5 97	61 10	17 22		740 00	23 00	150 00				
Morden	3,256 91	1,337	14,047 86	109 39	587	13,921 29	1,435 20		37 18	1 84		999 94	8 00	200 00				
Morris	1,104 00	913	12,857 28	84 38	186	3,964 35	312 89	2 40	32 93	6 66		410 00		75 00				
Napinka	672 55	436	10,064 35	58 15	72	1,700 11	192 58	4 28	25 56			400 15		75 00				
Neepawa	3,443 27	1,854	31,512 51	196 44	463	10,580 17	718 86	7 67	84 40	4 84		1,060 00	12 00	225 00				
Newdale	697 40	705	15,025 86	84 92	95	2,033 56	98 25	1 23	40 38			260 00						
Ninga	535 64	620	8,111 88	50 32	78	1,879 08	87 00	1 21	22 59			280 00	16 00					
Notre Dame de Lourdes	258 25	173	3,268 95	21 90	62	1,545 29	17 77	0 57	11 44			120 00						
Oak Lake	1,300 21	736	12,122 95	74 85	227	6,147 11	457 87	6 44	31 56			582 49		125 00				
Oak River	756 68	159	4,642 75	23 15	83	1,592 96	69 16	1 72	11 70			360 00	4 00					
Pierson	535 57	184	3,740 49	20 85	54	1,821 20	78 80	1 99	9 99	1 19		275 00	12 00					
Pilot Mound	1,423 96	487	9,267 15	55 55	272	5,668 01	474 57	8 25	26 05	5 53		540 00	12 00	125 00				
Pipestone	448 17	452	7,632 02	44 87	44	949 08	116 63	2 02	20 16			200 00	4 00					
Plumas	684 73	420	8,870 50	48 47	70	2,905 10	91 76	1 96	23 84			260 00	6 00					
Plum Coulee	748 90	182	956 31	12 68	38	876 20	100 70	0 90	2 84			300 00						
Portage Avenue, Centre (Winnipeg)	1,232 99	185	1,576 38	16 34	3	110 00	35 55	1 19	3 94	0 90		100 00						
Portage la Prairie	8,015 58	1,730	23,357 24	168 23	2,212	27,246 50	4,188 22	16 12	65 76	22 96		2,220 74	28 50					
Rapid City	1,204 74	1,367	19,393 37	131 90	242	5,143 57	374 18	3 83	52 67	2 97		450 00	3 00	100 00				
Rathwell	561 23	351	5,001 64	30 75	69	1,528 97	60 07	2 01	13 89			220 00	25 00					
Reston	584 88	75	3,934 14	21 12	117	5,530 01	155 80	2 67	10 41			250 00	12 00					
Richard	1,020 29	1,157	18,820 82	106 51	92	2,568 67	114 65	2 67	47 44	3 18		440 00	4 00	100 00				
Ravenscroft	201 30	116	1,721 19	10 71	33	785 76	22 49	0 70	4 74			100 00						
Rosenfeld	352 18	481	9,257 27	49 92	12	223 10	35 05	0 92	23 33			140 00						
Rosenwarte	329 60	230	1,196 68	23 95	37	973 05	53 30	1 09	11 41	0 53		160 00						
Russell	1,122 16	522	10,021 48	64 43	254	6,454 76	312 52	5 89	35 23			420 00	34 67	75 00				
St. Alphonse	84 46	78	1,376 34	8 62	11	230 09	18 00	0 57	3 69			56 00						
St. Boniface	1,190 90	295	3,546 79	29 95	251	6,297 36	253 25	0 61	11 33			380 00	4 00	75 00				
St. Jean Baptiste	326 83	195	1,332 85	24 30	38	1,159 97	54 71	0 92	11 03			180 00						
St. Laurent	211 25	100	2,027 51	11 73	48	608 35	38 05	0 40	5 45			100 00						
St. Pierre	252 60	113	2,872 72	16 02	60	1,458 81	44 80	0 68	7 81			120 00						
Selkirk	2,105 90	703	11,146 89	74 96	291	6,681 52	430 56	2 97	33 18	24 78		668 75	60 00	150 00				
Shoal Lake	1,302 49	558	9,567 38	64 54	184	4,243 90	382 26	5 32	26 72			400 00	6 00	75 00				
Sidney	805 51	343	6,991 12	37 53	59	1,245 51	52 97	0 91	18 66			350 00	6 00	75 00				
Souris	419 45	241	4,570 56	26 02	60	1,318 34	80 48	1 58	12 87			160 00	16 00					
Somerset	330 77	148	4,145 99	20 75	54	1,103 81	63 80	2 24	10 84			150 00	4 00					
Souris	2,216 80	564	12,592 61	73 51	286	6,552 93	724 83	8 25	35 52	1 77		740 00	6 00	150 00				
Stead	275 42	278	5,027 45	38 49	25	616 05	0 85	1 40	14 51			144 00	20 00					
Strathclair Station	226 04	161	2,022 02	13 11	27	688 55	33 55	0 59	5 20			140 00						
Strome	1,397 28	932	15,240 47	98 60	198	4,807 79	213 25	1 67	40 55	1 05		480 00	30 00	100 00				
Strathclair Station	414 49	248	5,369 77	30 63	59	1,123 91	93 92	2 21	14 56			260 00	20 00					
Swan Lake	436 70	365	6,582 63	37 72	80	1,805 67	77 12	2 98	17 35	0 48		160 00	6 00					

* Accounting from Nov. 1, 1900. ** Accounting from April 1, 1901. *** Money order business closed March 1, 1901. † Accounting from May 1, 1901.
‡ Money order business suspended Dec. 28, 1901. § Accounting from Jan. 1, 1901. ¶ Accounting from June 1, 1901. x Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in Manitoba—*Concluded.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Swan River	1,079 53	868	22,531 47	112 09	200	6,853 35	84 04	1 86	60 49	.....	421 00	3 67	50 00
Thornhill	256 78	223	3,970 55	23 07	24	481 04	25 50	1 37	10 15	.....	140 00	12 00	.....
Treesbank	248 64	154	3,650 76	21 20	41	1,328 76	38 65	1 82	10 40	.....	140 00	3 00	.....
Treherne	1,208 30	547	8,549 79	55 39	134	2,860 33	244 73	4 40	22 18	.....	150 00	8 00	75 00
Virden	2,418 26	863	19,102 40	114 43	446	8,677 08	1,199 30	16 90	51 56	22 44	938 07	12 00	200 00
+ Waskada Station	159 16	23	418 06	2 03	1	3 44	1 65	0 11	1 65	.....	9 00	4 00	.....
Wawanesa	1,414 66	550	8,446 50	55 97	896	9,099 61	3,315 13	9 16	22 69	.....	500 00	12 00	100 00
Westbourne	379 93	192	3,114 68	19 34	49	771 61	93 92	1 37	8 38	.....	220 00	24 00	.....
Winkler	1,013 79	302	1,814 50	25 31	29	594 54	74 10	2 59	4 57	.....	400 00	.....	75 00
Winnipeg	116,726 11	10,311	128,480 13	1,236 77	30,403	674,862 37	58,403 45	†53 22	.....	.....	*	.....	.....
Non-accounting Post Offices	27,506 73	.....	.....	.....	.....	.....	.....	.....	.....	.....	13,055 97	398 76	.....
LESS—Value of postage stamps affixed to postal notes	269,518 53 308 88	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Totals	269,209 65	64,821	1,025,189 53	6,846 98	50,675	1,116,837 56	96,683 83	390 26	2,455 86	247 33	55,356 41	1,992 29	5,265 00

+ Account April 1, 1901. † Commission to non accounting offices, &c. * Salary, &c., entered in Auditor General's Report.

NORTH-WEST TERRITORIES.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1901.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Lights.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Alameda, Assa	726 42	248	4,478 43	25 85	252	9,658 16	494 65	2 19	21 58	5 89	300 50	10 00	
Balgonie, Assa	335 92	264	2,185 67	18 95	86	578 65	83 10	0 64	5 84		170 00	8 00	
Banff, Alta	1,104 26	675	8,780 38	69 68	126	2,911 91	188 73	1 55	24 32	5 54	449 16		75 00
Battleford, Assa	743 36	649	9,130 65	61 13	64	1,922 94	48 06	3 98	25 60	1 23	340 00	12 00	75 00
Beaudry, Alta	249 74	125	1,305 02	9 69	23	672 37	119 77	0 75	3 30		66 00		
Brandon, Assa	697 38	444	5,662 55	37 20	135	2,570 38	339 74	2 57	17 44	4 71	355 72	12 00	75 00
Calgary, Alta	13,274 40	4,014	56,700 42	448 15	2,452	55,915 28	5,361 76	24 75	161 93	25 58	3,379 70	500 00	
Canmore, Alta	523 61	817	23,533 68	214 71	34	731 15	34 97	2 92	59 98	36 89	367 67		75 00
Cannington Manor, Assa	421 55	219	4,335 00	33 35	101	3,247 80	94 68	2 33	15 80		270 00		
Cardston, Alta	1,081 15	992	18,857 51	134 86	121	3,251 96	54 91	1 17	53 24		350 00	18 00	75 00
Carlyle, Assa	369 59	105	2,792 68	13 35	28	1,225 72	77 04	0 41	6 98		108 00	38 00	
Carnduff, Assa	751 11	103	8,221 00	46 19	134	4,251 08	121 71	5 44	24 98		240 00	2 00	
Cochrane, Alta	130 25	37	569 17	4 05	47	952 39	74 50	1 89	2 39		205 72	8 00	
Duck Lake, Sask.	503 51	130	1,859 02	13 02	151	3,112 01	122 47	1 26	10 18		250 00	38 00	
Dufferin, Alta	152 33	129	870 43	11 52	87	1,699 81	1 25		5 44		60 00		
Edmonton, Alta	5,102 56	1,854	26,995 38	204 26	1,144	35,376 70	1,872 22	12 80	87 44	5 85	1,420 00	50 00	300 00
Estevan, Assa	309 40	221	2,655 64	19 58	40	666 52	71 25	0 42	6 96	10 42	196 70	16 00	
Fauquier, Assa	78 78	19	355 73	1 94	4	40 01	2 50	0 27	0 98		48 00		
Florence, Assa	516 71	301	5,801 51	31 00	147	5,393 27	189 65	1 91	18 32		284 15		
Fort Saskatchewan, Alta	717 34	760	15,186 81	90 77	203	6,258 24	169 59	2 39	44 38		350 00	5 00	
Gainsborough, Assa	179 11	251	6,462 12	31 03	42	1,026 83	59 91	1 06	16 30		180 00	12 00	
Gleichen, Alta	333 16	254	5,431 64	27 38	52	919 67	64 50	1 68	9 11		265 72	0 67	
Grenfell, Assa	1,408 50	799	13,919 74	90 22	236	5,803 70	159 18	11 09	30 23	7 72	614 43	12 00	125 00
High River, Alta	89 47	179	3,021 94	24 35	83	1,896 74	58 28	1 79	10 72		170 00	12 00	
Hyde, Assa	76 87	126	1,744 76	13 35	17	303 54	26 70	0 17	4 83		44 00	5 00	

* Including commissions on box rents.

† Accounting from November 1, 1900.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in North-west Territories—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P. N. business.	Compensation paid to Postmasters on M. O. business.	Compensation paid to Postmasters on S. B. business.	Salary.	Forward Allowance.	Allowances towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Indian Head, Assa	2,785 06	977	17,146 22	111 27	341	8,433 37	724 95	5 23	49 81	.....	920 00	40 00	175 00
Innisfail, Alta	1,326 23	396	5,517 42	42 68	203	7,192 13	331 40	8 28	21 81	.....	400 00	6 00	75 00
Lacombe, Alta	1,834 27	768	10,986 26	83 70	402	10,947 74	380 22	9 93	40 92	6 26	450 00	27 50	75 00
Lamerton, Alta	146 22	41	416 60	4 22	26	871 21	4 30	.....	2 52	.....	96 00	.....	.....
Leduc, Alta	643 94	414	4,694 31	38 22	175	3,660 79	149 48	1 71	13 94	.....	240 00	.....	.....
Lethbridge, Alta	3,769 75	2,219	33,235 14	320 42	621	14,759 47	760 63	8 31	89 15	33 47	995 43	100 00	200 00
Lumsden, Assa	518 41	260	3,645 11	24 61	56	1,480 24	105 57	.....	9 64	.....	200 00	20 00	.....
Macleod, Alta	2,271 21	818	13,748 24	104 35	341	6,608 77	443 98	8 06	39 32	1 65	1,066 33	73 00	208 33
Maple Creek, Assa	1,478 48	690	13,340 36	109 48	182	5,053 86	111 71	4 89	39 41	14 60	518 75	16 00	100 00
Medicine Hat, Assa	3,312 18	1,909	28,971 60	218 42	361	7,855 77	700 80	9 80	75 53	37 71	862 50	55 00	175 00
Millarville, Alta	375 71	43	507 22	5 13	23	669 38	7 33	0 88	3 06	.....	126 00	.....	.....
Moose Jaw, Assa.	3,516 12	2,095	38,881 45	233 40	402	8,710 18	565 67	11 62	100 98	13 11	902 50	65 00	175 00
Moosomin, Assa	3,387 22	828	16,028 00	106 28	702	17,704 52	1,640 12	14 46	49 09	16 03	1,033 53	200 00	200 00
North Portal, Assa	150 20	110	1,527 96	8 98	26	592 72	34 59	0 85	4 40	1 80	112 73	9 00	.....
Olds, Alta	930 20	591	6,097 38	47 54	178	6,525 05	180 61	2 25	17 99	.....	300 00	4 00	.....
Okotoks, Alta	620 56	332	6,669 77	38 87	87	3,737 50	92 42	.....	16 97	.....	140 00	6 00	.....
Oxbow, Assa	878 13	572	14,311 58	72 37	140	3,598 93	159 72	4 78	37 91	3 68	324 33	10 00	75 00
Pincher Creek, Alta	1,527 18	1,608	21,498 28	135 88	197	5,098 36	154 96	5 01	57 34	.....	485 72	16 00	75 00
Ponoka, Alta	755 63	378	5,000 62	36 57	46	1,063 79	128 57	2 04	13 03	.....	180 00	1 67	.....
Prince Albert, Sask	2,842 01	1,335	22,520 16	141 02	528	10,416 71	686 23	7 34	64 68	3 46	820 00	60 00	175 00
Qu'Appelle, Assa	856 29	617	11,047 93	70 45	150	4,429 74	127 84	3 26	30 56	.....	360 00	60 00	75 00
Qu'Appelle Station, Assa	1,242 75	372	4,351 06	39 49	211	4,485 57	472 44	3 98	14 20	0 56	530 00	30 00	100 00
Red Deer, Alta	1,653 79	598	8,474 09	62 78	348	8,361 69	379 84	8 58	30 65	2 69	450 00	12 00	100 00
Regina, Assa	9,082 60	1,530	18,446 29	147 96	1,733	33,223 63	6,445 32	16 69	56 29	18 37	*2,372 89	160 45	50 00
St. Albert, Alta	302 61	184	4,422 58	25 26	52	1,307 82	52 35	0 96	11 93	.....	140 00	11 50	.....
Saltcoats, Assa	620 09	446	5,649 14	41 89	140	3,359 36	92 75	1 70	18 40	2 97	360 00	10 00	75 00
Saskatoon, Sask	245 80	132	1,625 00	11 71	45	1,512 28	115 35	1 57	4 53	.....	186 25	.....	.....
Sintaluta, Assa	596 81	300	6,020 51	35 02	75	2,364 61	88 89	2 43	16 37	0 12	252 50	.....	.....
Strathcona, Alta	2,041 53	1,117	14,338 10	117 66	302	6,501 72	380 74	5 22	42 55	1 53	580 00	20 00	125 00
Swift Current, Assa	467 55	167	2,141 70	15 61	21	440 70	32 50	.....	5 40	2 06	216 25	4 00	.....
Wapella, Assa	1,403 68	449	9,304 81	56 27	182	3,749 36	282 57	7 72	26 43	1 09	494 30	40 00	75 00
†West Saskatoon, Sask	325 22	144	2,075 43	12 07	16	308 82	21 76	0 81	5 19	.....	101 83	40 30	.....
Wetaskiwin, Alta	1,803 53	1,095	25,802 10	136 42	351	9,047 97	377 87	1 65	73 21	.....	440 00	24 00	75 00

Weyburn, Assa.	376 70	226	3,178 29	19 26	97	3,007 89	99 61	2 47	9 04			100 00			
Whitewood, Assa.	1,325 16	484	7,513 34	51 74	279	7,425 40	354 41	7 93	29 50	14 27		503 50	50 00	100 00	
Wolseley, Assa.	1,357 98	551	9,280 41	63 76	358	9,984 61	498 03	6 86	29 20	4 94		546 40	90 00	100 00	
†Yellow Grass, Assa.	191 31	101	2,926 26	12 56	29	1,681 33	56 90	0 55	7 30			50 00			
Yorkton, Assa.	2,035 60	995	16,468 43	107 29	408	11,224 23	517 56	3 29	55 14			630 00	60 50	125 00	
Non accounting Post Offices	20,395 08											8,507 58	146 67		
Less—Value of Postage Stamps affixed to Postal Notes	111,318 88 125 84														
Totals	111,193 04	39,920	647,191 99	4,606 41	15,733	388,194 03	28,524 24	268 75	1,888 90	287 20	37,387 17	2,249 08	3,508 33		

*Including commission on box rent. †Accounting from Nov. 1, 1900.

YUKON.

†Bonanza	1,091 61	441	24,082 45	117 95	4	87 31			60 29						
Dawson	14,682 61	17,960	967,635 22	6,067 40	608	31,063 36	77 95								
‡White Horse	2,331 06	1,134	42,610 62	195 27	119	6,641 09	10 00								
Less—Value of Postage Stamps affixed to Postal Notes	18,105 28 0 66														
Totals	18,104 62	19,535	1,034,328 29	6,380 62	731	37,791 76	87 95		60 29						

*Salary, &c., entered in Auditor General Report. ‡Accounting from Jan. 1, 1901. †Accounting from Feb. 1, 1901.

APPENDIX C—*Continued.*

BRITISH COLUMBIA.

STATEMENT showing the Accounting Offices in operation; the Gross Postal Revenue; the number and amount of Money Orders issued and paid and the amount of Commission thereon; the value of Postal Notes paid; and the Compensation, Salary and Allowances paid to the Postmaster at each Office respectively, during the Year ended June 30, 1901.

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total Amount of Postal Notes paid.	Compensation paid to Post masters on P. N. business.	Compensation paid to Post masters on M. O. business.	Compensation paid to Post masters on S. B. business.	Salary.	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Abbotsford	249 88	444	14,152 67	69 16	112	1,698 08	261 79	2 61	35 80	..	120 00	24 00	..
Agassiz	665 95	497	4,473 92	34 48	89	1,545 09	159 77	0 82	11 93	7 37	370 00	..	75 00
Ainsworth	368 44	311	5,047 25	36 25	54	1,180 96	60 05	0 38	13 39	..	195 00	..	..
Alberni	506 12	605	7,985 57	64 71	148	2,843 28	61 95	2 70	22 11	0 78	265 00	2 00	..
Aldergrove	49 40	72	861 35	6 33	24	556 05	11 25	0 54	2 53	..	35 00	..	..
Armstrong	713 96	692	9,185 73	66 67	100	2,567 20	139 02	1 96	25 46	1 70	280 00	..	..
Arrowhead	234 30	204	3,893 16	27 74	27	521 64	68 95	1 25	9 90	..	210 00	24 00	..
Ashcroft	1,854 89	1,072	14,326 20	105 67	283	6,705 03	633 98	2 37	37 05	10 32	660 00	460 00	125 00
Athlu	1,437 35	990	28,881 01	186 75	121	2,728 64	91 00	..	..	..	..	..	..
Barkerville	506 97	767	16,096 00	115 19	48	1,705 42	81 55	2 96	41 64	5 33	240 00	..	..
Barnet	142 84	74	1,057 83	7 40	2	55 00	7 80	..	2 65	..	30 00	..	..
Beaver	147 23	189	4,191 37	35 05	1	35 50	3 25	0 18	10 48	0 24	90 00	..	..
†Camp McKinney	459 74	349	9,573 56	56 65	63	1,858 50	43 49	..	24 76	0 93	264 00	25 33	..
Cascade	324 80	533	7,687 04	59 05	48	1,444 64	28 35	..	21 04	..	381 66	5 84	89 58
Central Park	95 50	84	417 73	5 52	19	208 75	19 15	0 41	1 10	..	60 00	..	..
Chemainus	1,014 62	1,593	28,875 72	223 78	126	2,895 25	43 15	1 01	74 34	11 14	340 00	..	..
Chilliwack	1,728 41	1,993	36,133 97	215 85	379	9,316 95	319 52	5 46	93 01	19 71	520 00	44 00	150 00
Clayoquot	172 11	76	1,616 45	14 26	13	487 75	48 85	..	4 04	..	120 00	..	..
Clinton	618 04	372	10,722 72	64 13	47	1,705 03	90 35	1 63	27 21	..	310 00	20 00	75 00
Cloverdale	173 65	158	1,707 06	14 44	45	276 39	70 75	0 58	4 81	..	83 00	20 00	..
Columbia	437 25	643	7,522 89	62 88	92	1,774 40	29 00	0 66	19 92	..	250 00	..	..
Comox	319 67	539	11,414 48	65 70	88	2,871 76	2 80	0 98	29 74	10 59	185 00	10 00	..
Cortield	96 91	141	1,901 78	20 91	24	453 32	12 55	0 59	5 08	..	57 00	..	..
Courtenay	178 52	800	16,724 07	104 07	79	1,982 00	24 00	..	42 00	..	72 00	..	..
Courtlee	113 68	110	1,383 92	11 81	17	942 15	14 81	0 35	3 85	..	62 00	4 00	..
Cranbrook	3,187 55	1,822	27,307 48	190 39	342	7,310 49	253 04	4 46	69 84	17 34	820 00	15 83	162 50

Cumberland	1,387 65	1,369	150,489 17	844 31	342	8,236 09	145 62	0 46	403 86	70 10	536 00		100 00			
Donald	74 62	90	1,526 84	9 57	2	21 25	6 50		3 82		85 00					
Duncan's Station	1,170 50	986	14,105 96	121 15	337	7,305 41	292 85	5 84	38 22	12 50	320 00	32 00	75 00			
Enderby	519 73	328	2,855 92	26 15	81	1,281 88	155 41	1 10	8 54		230 00	20 00				
Esquimalt	627 24	698	9,140 28	100 88	145	2,087 03	21 25		27 11		415 00		87 50			
‡Extension	708 14	568	9,498 51	67 51	19	312 50	22 10	0 50	24 12		130 00					
Fairview	489 75	370	7,424 87	44 96	131	2,661 52	210 70	2 07	19 29	1 99	310 00		75 00			
Ferguson	417 60	332	5,313 12	36 60	54	2,167 67	49 52	0 80	13 49		150 00					
Ferne	2,480 30	3,075	65,951 59	564 40	193	4,621 54	285 97		168 58	69 01	620 00		125 00			
Field	492 08	276	9,504 01	70 05	13	293 99	26 60	1 58	23 85	9 93	240 00					
Fort Steele	1,523 26	461	5,285 78	43 90	275	3,973 09	256 20	1 86	14 51	0 98	555 00	50 00	125 00			
Gladstone	83 35	124	1,508 66	11 87	11	170 50	5 64	0 38	3 78		51 00					
Golden	1,843 02	800	15,048 95	114 59	171	3,547 94	363 57	5 07	39 12	2 75	560 00	30 00	125 00			
*Grande Prairie	178 19	5	99 59	1 00					0 57		115 00	2 00				
Grand Forks	3,162 77	2,127	34,179 75	272 40	595	14,085 82	737 70	3 18	95 75	5 35	960 00		225 00			
Greenwood	4,364 65	3,323	45,727 31	386 68	657	13,003 21	916 38	6 17	120 53	15 33	1,480 00	85 00	300 00			
Halcyon Hot Springs	170 26	211	5,706 11	26 66	6	140 60	15 00	1 00	14 26		116 00					
Hatzic	135 86	78	788 45	5 16	35	1,143 40	46 35	0 93	2 35		89 00					
Hope	117 85	102	1,202 88	9 24	18	307 90	29 80	0 82	3 07		60 00					
Illecillewaet	162 77	135	3,850 44	31 05	9	180 61	16 60	0 97	2 97		112 00					
Kamloops	3,928 94	1,763	22,145 71	183 31	982	22,649 96	1,811 49	10 19	67 49	22 22	1,174 00	60 00	225 00			
Kaslo	2,777 71	922	15,303 64	126 01	554	9,250 56	1,052 51	6 91	43 17	20 89	1,280 17	300 00	243 75			
Kelowna	712 17	794	16,650 87	95 10	123	2,650 10	219 20	1 81	43 54	3 69	390 00					
Kimberley	471 16	487	6,272 58	47 36	17	282 66	23 10	0 65	15 68		140 00					
Lac la Hache	221 70	51	1,238 26	9 27	7	215 78	1 70	0 17	3 11		114 00					
Ladner	1,072 28	956	18,784 06	122 92	239	7,792 70	165 93	3 50	48 83	3 91	390 00	3 00	75 00			
Ladysmith	727 68	1,217	24,079 53	152 56	103	2,206 00	23 45	0 62	60 88	0 80	215 00					
Lake Bennett	875 72	530	21,001 58	135 02	61	1,941 10	6 75									
Langley	221 76	338	3,789 73	28 25	88	2,278 04	84 82	1 22	10 54	0 49	140 00	12 00				
Lillooet	649 20	324	10,851 41	60 19	85	2,860 30	69 70	2 84	30 89	1 66	255 00	2 00				
Lytton	432 22	302	4,670 24	36 05	38	893 69	51 27	1 07	11 97	3 30	200 00	16 82				
Mayne	258 68	224	2,743 97	22 15	86	2,092 46	83 95	1 34	10 15		96 00					
Metlwax	399 13	729	11,923 11	77 19	65	1,248 87	73 50	1 27	31 26		240 00	22 90				
Mission City	692 05	616	6,228 56	52 46	192	3,504 21	280 71	2 01	17 88	7 99	310 00	20 00	75 00			
Mount Pleasant	2,003 73	626	6,189 60	67 56	127	1,860 84	234 05	2 35	16 55	0 30	560 00		125 00			
o Mount Sicker	204 78	123	1,904 80	11 04	5	73 20	1 00		4 76		18 34					
Moyie	1,221 20	1,010	17,385 85	123 12	106	2,446 24	100 14		44 22	7 12	300 00					
Nakusp	446 32	373	9,315 50	71 41	66	1,509 32	150 32	1 55	23 35		295 00		75 00			
Nanaimo	7,630 75	7,014	109,223 72	988 75	2,473	101,187 12	994 54	2 55	201 53	306 40	2,647 65	250 00				
Nelson	13,692 05	2,583	42,658 41	371 17	2,543	35,586 49	3,435 71	9 35	123 62	25 79	2,900 00	300 00	500 00			
New Denver	1,085 70	666	12,171 05	89 84	202	4,787 11	518 33	6 40	31 51	2 62	479 16	80 00	100 00			
New Westminster	9,386 22	4,254	53,056 00	494 11	2,591	35,187 16	3,386 38	16 08	159 14	29 86	2,836 97	150 00				
Nicola Lake	359 86	354	5,616 75	42 24	73	1,866 75	103 90	2 76	15 11	1 94	160 00	20 00				
North Bend	294 73	113	1,899 56	14 34	15	285 41	21 65	1 26	4 78	1 89	170 00					
100 Mile House	509 64	129	3,698 57	20 91	29	962 29	21 65	1 61	9 30		204 00	90 00				
*Pallant	166 71	26	374 03	1 97	1	19 90	1 85	0 30	0 95		80 00					
o Peterborough	231 17	7	359 08	1 34	2	66 85	3 00		0 90		20 00					

o Money Order business suspended from Nov. 30, 1900, to February 1, 1901. * Salary, &c., entered in Auditor General's Report. ‡ Late Oyster Harbour.
* Accounting from March 1, 1901. ; Accounting from February 1, 1901. Accounting from August 1, 1900.
o Accounting from April 1, 1901. †Including commission on box rents.

APPENDIX C—*Continued.*

STATEMENT showing the Accounting Offices in operation, &c., in British Columbia—*Continued.*

Name of Office.	Gross Postal Revenue.	Number of Money Orders issued.	Total Amount of Money Orders issued.	Total Commission received from Public.	Number of Money Orders paid.	Total Amount of Money Orders paid.	Total amount of Postal Notes paid.	Compensation paid to Postmasters on P.N. business.	Compensation paid to Postmasters on M.O. business.	Compensation paid to Postmasters on S.B. business.	Salary	Forward Allowance.	Allowance towards Rent, Fuel and Light.
	$ cts.		$ cts.	$ cts.		$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Phoenix	1,697 43	2,053	32,489 87	235 46	173	3,331 49	131 42	1 36	82 35	8 04	400 00	.....	100 00
Pilot Bay	185 69	256	2,625 54	23 01	22	497 61	3 80	0 12	6 67	.....	118 00	.....	.....
Port Essington	379 53	24	735 80	3 07	.....	.....	.....	.....	1 84	.....	100 06	.....	.....
Port Hammond	581 65	266	2,350 32	20 98	101	1,555 26	130 93	1 16	6 10	3 59	200 00	.....	.....
Port Haney	182 15	62	905 28	6 50	40	1,014 04	55 44	1 37	2 40	.....	105 00	4 00	.....
‡ Port Moody	354 52	44	1,130 81	10 96	1	3 00	25 65	0 39	2 83	.....	140 00	.....	.....
Port Simpson	290 42	180	4,935 67	31 28	19	361 04	46 35	0 40	12 37	.....	140 00	.....	.....
Princeton	342 99	359	7,398 53	42 36	112	5,219 04	172 40	1 44	20 19	.....	150 00	.....	.....
Quesnel	377 26	630	10,581 04	70 20	49	1,998 23	73 45	.....	27 29	9 05	285 00	8 00	75 00
Revelstoke	707 19	385	8,816 75	60 14	322	6,632 15	312 35	2 50	23 65	1 84	537 50	.....	104 16
Revelstoke Station	2,759 13	928	15,767 54	131 76	216	4,052 42	1,136 73	5 58	39 80	10 99	880 00	400 00	175 00
‡ Robson	286 47	42	585 76	4 10	1	4 02	13 90	0 33	1 47	.....	160 00	.....	.....
† Rogers Pass	293 67	34	1,257 00	7 64	4	50 62	9 50	0 18	3 14	.....	90 00	.....	.....
Rossland	12,158 45	4,632	69,358 12	632 90	2,249	38,085 30	1,568 67	7 42	203 94	123 25	3,100 00	.....	600 00
Salmon Arm	311 78	133	1,347 37	9 70	40	849 75	71 35	0 68	3 82	.....	116 00	.....	.....
Salt Spring Island	299 16	439	6,047 65	51 72	128	2,364 43	16 70	1 36	16 33	.....	130 00	.....	.....
Sandon	2,291 86	1,356	26,661 71	209 12	294	5,154 05	412 68	3 26	68 83	.....	937 50	50 00	168 75
Sapperton	546 49	225	2,659 33	24 25	75	1,368 67	61 09	.....	7 54	.....	230 00	.....	.....
Sardis	241 47	229	1,984 95	18 12	26	615 83	39 15	1 54	5 94	.....	120 00	.....	.....
Silverton	528 14	490	7,458 39	52 50	79	1,783 36	103 70	0 57	19 60	.....	325 00	.....	75 00
Slocan	1,370 81	2,349	47,335 56	286 52	188	4,095 15	267 50	2 87	120 03	56 69	508 33	.....	100 00
Soda Creek	182 52	174	3,077 08	20 67	20	304 48	39 81	1 45	7 99	0 97	100 00	30 00	.....
South Salt Spring	114 62	264	2,917 66	21 13	29	547 26	17 75	0 99	7 29	.....	30 00	.....	.....
Spence's Bridge	170 57	115	2,778 70	17 54	32	682 39	68 40	0 91	7 32	.....	110 00	40 00	.....
Steveston	1,749 91	938	19,063 86	174 70	202	8,288 62	36 15	1 47	62 39	.....	420 00	.....	75 00
Sumas	52 15	97	854 30	7 90	24	922 33	1 60	0 38	2 20	.....	27 00	2 00	.....
Three Forks	179 78	359	7,115 29	56 64	19	479 20	65 10	0 81	17 80	.....	150 00	.....	.....
Trail	1,832 34	1,119	25,501 39	205 30	201	3,938 24	132 06	1 28	64 88	28 17	816 67	.....	150 00
Trout Lake	310 02	363	6,706 39	43 17	77	2,334 81	138 30	2 63	18 08	.....	150 00	.....	.....
Union Bay	240 20	764	33,677 47	178 37	18	344 95	9 85	0 40	84 72	.....	140 00	.....	.....
Vananda	515 35	996	19,156 44	113 46	82	2,315 04	64 30	1 07	49 98	6 64	240 00	.....	.....
Vancouver	52,589 75	12,815	220,647 84	2,104 38	12,900	361,564 37	10,519 89	$11 34	.....	.....	.....	.....	.....

Vancouver, East End ...	2,229 80	1,395	13,659 74	140 95	32	644 02	171 07	0 92	34 28			100 00				
¶ Vancouver, West End..	704 79	56	547 63	4 40	5	45 55	7 25	0 15	1 47			50 00				
Vernon	2,802 39	710	9,129 19	82 48	563	11,565 24	1,104 61	6 04	26 88	4 26		900 00		30 00		200 00
Victoria	17,247 57	13,818	169,743 52	1,721 73	10,787	283,222 19	8,604 55	86 98								
Wellington	198 79	1,056	20,838 98	140 74	254	6,733 31	57 30	1 97	54 15	29 21		508 33				125 00
Whitewater	423 65	683	17,047 49	108 11	29	576 00	145 40	2 13	42 90	1 97		210 00				
Whonnock	235 00	311	3,478 27	28 72	38	1,026 04	34 25	1 24	10 04	0 34		135 00				
Yale	385 72	148	1,398 77	10 82	65	914 94	220 28	1 22	3 87			211 67				
Ymir	988 61	836	20,165 16	155 71	111	2,507 44	116 80	3 00	51 28			400 00				75 00
Non-accounting Post Offices	23,423 07											10,897 13		362 42		
	249,743 68															
Less—Value of Postage Stamps affixed to Postal Notes	286 00															
Totals	249,457 68	112,351	1,951,289 45	15,348 10	46,045	1,175,898 21	45,255 21	221 44	4,004 21	999 27	53,069 08	3,397 14	5,350 24			
High Commissioner's Office, London, England	379 57															

¶ Accounting from Jan. 1, 1901.
Accounting from June 1, 1901.
† Money order business in operation from March 1 to September 2, 1901.
‡ Salary, &c., entered in Auditor General's Report.
¦ Accounting from March 1, 1901.
§ Commission to non-accounting offices, &c.

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX D

REVENUE, SALARIES AND ALLOWANCES

IN CONNECTION WITH

NON-ACCOUNTING POST OFFICES

APPENDIX D.

NON-ACCOUNTING POST OFFICES.

Revenue Collected by, and Salaries and Allowances paid to Postmasters of Non-Accounting Post Offices in the Dominion of Canada during the Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Abbott's Corners	Missisquoi, Que.	60 96	28 00		
Abenakis	Dorchester, Que.	33 00	18 00		
Abenakis Springs	Yamaska, Que.	177 98	70 00		
Abercrombie	Lambton, W.R., Ont.	60 00	44 00		
Abercrombie	Pictou, N.S.	21 00	12 00		
Aberdeen	Grey, S.R., Ont.	50 00	30 00		
Aberdeen	Inverness, N.S.	20 00	12 00		6 00
†Aberdeen	Burrard, B.C.	53 20	8 00		
Aberdeen	Bruce, W.R., Ont.	86 00	40 00		
Abernethy	Assa. East	26 72	20 00		
Abigail	Brandon, Man.	9 00	12 00		
Abingdon	Wentworth, S.R., Ont.	79 90	40 00		
†Abram River	Yarmouth, N.S.	8 00	3 33		
Abrams Village	Prince Edward, P.E.I.	61 00	24 00		
Acacia	Norfolk, N.R., Ont.	22 94	16 00		
§ Acaciaville	Digby, N.S.	56 02	16 00		
Acadia	Kent, N.B.	39 44	20 00	2 00	
Acadia Siding	Kent, N.B.	73 00	32 00	4 00	
Achesnach	Inverness, N.S.	21 00	10 00		
Acton's Corners	Leeds & Grenville N.R., Ont.	32 70	18 00		
Adair	Assa. East	77 03	32 00		
Adamsville	Bruce, N.R., Ont.	136 06	12 00		
Adamsville	Brome, Que.	17 84	72 00		
Adamsville	Kent, N.B.	50 18	16 00		
Adderley	Megantic, Que.	47 00	25 00	1 34	
Addingham	Macdonald, Man.	22 94	18 00		
Addington Forks	Antigonish, N.S.	18 00	16 00		
Adelaide	Middlesex, W.R., Ont.	137 00	76 00		
Adelphi	Yale & Carboo, B.C.	73 34	18 34		
Admaston	Renfrew, S.R., Ont.	78 78	52 00		
Admiral Rock	Hants, N.S.	20 00	12 00		
Adolphe	Middlesex, W.R., Ont.	36 29	18 00		
Adstock	Beauce, Que.	113 08	56 00		
Aetna	Alta.	20 00	8 00		
Afton	Antigonish, N.S.	110 90	48 00	12 00	
Afton Road	Queen's East, P.E.I.	6 00	10 00		
Afton Station	Antigonish, N.S.	12 00	12 00		
Agincourt	York, E.R., Ont.	224 74	110 00		
Agnesia	Alta.	31 07	36 00		
Ahmic Harbour	Muskoka & Parry Sd., Ont.	286 02	132 00		
Ahmic Lake	Muskoka & Parry Sd., Ont.	42 00	20 00		
Aimable	Laval, Que.	70 39	40 00	5 00	
Aikenside	Brandon, Man.	44 98	28 00		
Aird	Missisquoi, Que.	33 00	16 00		
Airdie	Alta.	24 00	10 00		
Airlie	Simcoe, S.R., Ont.	27 96	20 00		
Air Line Junction	Welland, Ont.	52 60	24 00		
Aitken's Ferry	Kings, P.E.I.	91 50	36 00		
Akerly	Sunbury & Queen's, N.B.	9 00	12 00		

† Summer Office. ‡ Opened 1-3-01. Opened 1-11-00. § Late Pleasant Valley.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Alamo	Yale & Cariboo ... B.C	116 98	30 00	...	...
Alba	Inverness ... N.S	22 50	18 00	...	...
Alba	Renfrew, N.R. ... O	24 96	20 00	...	...
Albanel	Chicoutimi ... Q	38 00	12 00	...	...
Albany	Prince East ... P.E.I	150 00	68 00	60 00	...
Albany Cross	Annapolis ... N.S	22 00	12 00	...	...
Albany Plains	Queen's East ... P.E.I	2 00	12 00	...	...
Albert	Hastings, E.R ... O	29 92	16 00	...	...
Albert Bridge	Cape Breton ... N.S	14 80	20 00	...	...
Albert Canyon	Yale & Cariboo ... B.C	76 46	74 00	...	...
Albertine	Victoria ... N.B	58 00	24 00	...	...
Albert Mines	Albert ... N.B	102 00	56 00	...	...
Alberton	Wentworth N. & Brant ... O	151 00	60 00	...	...
Albion	King's ... P.E.I	43 98	12 00	...	...
Albuna	Essex, S.R ... O	24 84	16 00	...	...
Albury	Prince Edward ... O	46 00	32 00	...	...
Alcester	Brandon ... M	7 92	16 00	...	...
Aldborough	Elgin, W.R ... O	68 00	36 00	...	...
Alder Point	Cape Breton ... N.S	16 92	12 00	...	...
Alder River	Guysborough ... N.S	8 75	12 00	...	...
Aldershot	Wentworth, S.R ... O	106 08	48 00	...	...
Aldersville	Lunenburg ... N.S	22 20	12 00	...	6 00
Alderville	Northumberland, W.R ... O	20 00	16 00	...	...
Aldina	Sask.	79 00	50 00	...	...
Aldouane	Kent ... N.B	51 00	16 00	...	...
Alert Bay	Vancouver ... B.C	155 05	60 00	...	...
Alexander	Inverness ... N.S	52 01	28 00	2 00	10 00
Alexander's Point	Gloucester ... N.B	108 11	42 00	20 00	...
Alexandria	Queen's East ... P.E.I	18 48	16 00	...	...
Alexandria	Yale & Cariboo ... B.C	118 35	60 00	2 25	...
Alexandrina	Kent ... N.B	12 00	12 00	...	...
Alexis Creek	Yale & Cariboo ... B.C	103 66	40 00	...	...
Alfred Centre	Prescott ... O	52 96	24 00	...	...
Alfred Station	Prescott ... O	63 44	16 00	...	...
Alice	Renfrew, N.R. ... O	29 95	20 00	...	...
Alison	Westmoreland ... N.B	9 00	12 00	...	...
Alkali Lake	Yale & Cariboo ... B.C	29 96	18 00	...	...
Allanburg	Welland ... O	147 54	73 00	...	...
Allandale	York ... N.B	13 93	12 00	...	...
Allanlea	Macdonald ... M	6 94	16 00	...	...
Allan Park	Grey, S.R ... O	93 61	56 00	6 00	...
Allan's Corners	Chateauguay ... Q	156 40	86 00	1 00	...
Allan's Mills	Lanark, S.R ... O	58 00	36 00	...	...
Allen	Frontenac ... O	17 00	12 00	...	...
Allen's Mills	Portneuf ... Q	52 40	26 00	...	...
Allenwood	Simcoe, N.R ... O	59 99	30 00	...	...
Allensville	Prince Edward ... O	51 84	28 00	...	...
Allston	Queen's East ... P.E.I	13 00	16 00	...	...
Alma	Peel ... O	37 86	24 00	...	...
Alsaw	Victoria, N.R. ... O	8 92	12 00	...	...
Alsopp's Island	Pontiac ... Q	32 75	16 00	...	...
Alton	Pictou ... N.S	60 98	32 00	...	...
Alton	Prince West ... P.E.I	62 50	24 00	2 00	...
Alton	... Assa. East	62 98	36 00	...	...
Altona	Lisgar ... M	19 00	28 00	...	...
Alvan	York, E.R. ... O	55 98	32 00	...	...
Alvinston	Sarnia, E.R ... O	81 55	32 00	...	...
Alwyn	Muskoka & Parry Sd ... O	23 86	20 00	...	...
Amherst	Grey, S.R ... O	249 23	86 00	...	...

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowances.	Night Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
Altamont	Lisgar, M	237 53	110 00		
Althorpe	Lanark, S.R, O	22 98	12 00		
Alton	Colchester, N.S	37 25	20 00		
Altona	Ontario, W.R, O	71 96	36 00		
Alvena	Sask	16 72	12 00		
Amaguadus Pond	Cape Breton, N.S	14 18	12 00		
Amaranth Station	Wellington, N.R, O	33 49	20 00		
Amber	York, E.R, O	29 50	20 00		
Amberley	Huron, W.R, O	94 82	56 00	4 00	
Ambleside	Bruce, E.R, O	16 00	16 00		
Amelasburg	Prince Edward, O	169 63	80 00		
Amherst Point	Cumberland, N.S	31 96	16 00		
Amens	Middlesex, W.R, O	28 00	12 00		
Amigari	Welland, O	247 82	120 00		
Amos's Hill	Yarmouth, N.S	30 00	12 00		
Ammon	Westmoreland, N.B	2 00	12 00		
Amulree	Oxford, N.R, O	63 50	34 00		
Anaconda	Yale & Cariboo, B.C	234 35	90 00		
Anagance Ridge	King's, N.B	14 00	12 00		
Ancienne Lorette	Quebec, Q	132 23	60 00	2 00	
Anderson	Perth, S.R, O	57 00	36 00		
Anderson	Westmoreland, N.B	19 00	12 00		
Anderson's Corners	Huntingdon, Q		20 00		
Andrewsville	Lanark, S.R, O	90 00	40 00		
Ange Gardien	Montmorency, Q	351 13	60 00		
Ange Gardien de Rouville	Rouville, Q	235 95	110 00		
Angelnie	Rouville, Q	126 46	44 00	8 00	
Angers	Labelle, Q	222 70	92 00	2 00	
§Angus Ridge	Alta	8 00	5 00		
Annan	Grey, N.R, O	144 94	76 00		
Annesley	Pontiac, Q	11 20	12 00		
Annidale	Sunbury & Queen's, N.B	17 45	12 00	10 00	
Anson	Hastings, N.R, O	37 50	20 00		
Ansonia	Algoma, O	5 50	10 00		
Anten Mills	Simcoe, N.R, O	58 00	60 00		
Anthracite	Alta	214 27	120 00		21 44
Antigonishe Harbour	Antigonishe, N.S	19 20	12 00		
Antigonishe Harbour South Side	Antigonishe, N.S	16 00	12 00		
Antwerp	Muskoka & P. Sd, O	14 48	14 00		
†Antler	Assa	171 72	33 33	1 17	
Antrim	Halifax, N.S	13 00	12 00		
Antrim	Lanark, N.R, O	126 98	44 00		
Anvil Island	Burrard, B.C	18 00	20 00		
Appin	Antigonishe, N.S	14 00	12 00		
Appin Road	Prince Edward, P.E.I	8 00	12 00		
Appleby	Halton, O	78 00	36 00		
Appledore	Bothwell, O	15 00	16 00		
Apple Grove	Stanstead, Q	28 64	16 00		
Apple River	Cumberland, N.S	77 00	50 00	10 00	24 00
Appleton	Lanark, N.R, O	176 01	100 00		
Apto	Simcoe, N.R, O	21 00	16 00		
†Arat	Assa West	7 00	2 00		
Arcadia	Yarmouth, N.S	176 29	70 00	6 00	
Arcola	Dundas, O	3 00	12 00		
Archibald	Colchester, N.S	23 00	12 00		
Archibald Settlement	Restigouche, N.B	14 00	12 00		
†Arcola	Assa East	135 00	5 00		

§Reopened 1 2 '01. †Opened 1 9 '00. ‡Opened 1 5 01. Opened 1 4 01, closing the existing offices † Arcola and Cur-

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
‡Arcola	Assa. East	161 90	34 50		
Ardness	Pictou, N.S	13 21	12 00		
Ardoch	Addington, O	98 65	64 00		
Ardtrea	Simcoe, E.R., O	27 00	24 00		
Argenta	Yale & Cariboo, B.C	20 00	20 00	2 00	
Argyle	Victoria, N.R., O	106 35	64 00		
Argyle	Carleton, N.B	25 92	20 00		
Argyle	Yarmouth, N.S	33 50	24 00	12 00	
Argyle	Selkirk, M	41 39	12 00		
Argyle Head	Yarmouth, N.S	60 00	32 00		
Argyle Shore	Prince East, P.E.I	6 00	12 00		
Argyle Sound	Yarmouth, N.S	60 00	30 00		
Ariel	Muskoka & Parry Sd., O	50 00	16 00		
Arisaig	Antigonishe, N.S	36 00	12 00		
Arizona	Macdonald, M	55 00	22 00		
Arkell	Wellington, S.R., O	66 80	36 00		
Arlington	Cardwell, O	20 00	18 00		
Arlington	King, N.S	12 73	12 00		
Arlington	Prince West, P.E.I	13 00	12 00		
Armadale	York, E.R., O	30 00	20 00		
Armadale	King, P.E.I	28 94	16 00	2 00	
Armagh	Bellechasse, Q	212 28	70 00		
Armand	Temiscouata, Q	99 18	56 00		
Armstrong	King, N.B	4 00	10 00		
Armstrong	Beauce, Q	20 00	16 00	8 00	
Armstrong Lake	Assa. East	30 96	20 00		12 00
Armstrong's Brook	Restigouche, N.B	44 92	16 00		
Armstrong's Corner	Sunbury & Queen's, N.B	52 00	44 00		
Armstrong's Mills	Wellington, S.R., O	15 00	16 00		
‡Arnaud	Provencher, Man	19 00	3 00		
Arner	Essex, S.R., O	133 93	40 00		
Arnes	Selkirk, M	31 02	20 00		
Arnett	Grey, N.R., O	110 48	50 00		
Arnstein	Muskoka & Parry Sd., O	60 95	28 00		
Aroostook Junction	Victoria, N.B	193 50	72 00	4 00	
Arrow River	Marquette, M	60 36	55 00		
Arrowton	Marquette, M	11 00	20 00		
Artiarette	Victoria, N.B	48 00	20 00		
Artiarville	Bellechasse, Q	27 00	20 00		
Arundel	Argenteuil, Q	379 15	140 00	6 00	
Ascot Corner	Sherbrooke, O	134 00	70 00	6 00	
Assessippi	Marquette, M	77 00	50 00		
Ash	Halton, O	30 36	20 00		
Ashburn	Ontario, S.R., O	213 90	96 00		
Ashdal	Renfrew, S.R., O	43 83	24 00		
Ashdale	Antigonishe, N.S	9 00	12 00		
Ashdown	Muskoka & Parry Sd., O	120 06	70 00	10 00	
Ashfield	Inverness, N.S	24 94	12 00		
Ashgrove	Halton, O	63 63	24 00		
Ashland	Carleton, N.B	12 00	12 00		
Ashley	Grey, N.R., O	23 92	20 00		
Ashton	Carleton, O	246 73	120 00	24 00	
§Ashville	Marquette, Man	12 00	1 00		
†Asker	Alta	33 53	8 33		
Askilton	Inverness, N.S	15 58	12 00		
Aspdin	Muskoka & Parry Sd., O	162 92	68 00		
Aspen	Guysborough, N.S	72 00	36 00	4 00	12 00
‡Aspen Grove	Yale & Cariboo, B.C	77 23	16 67		

‡ Opened 1-4-01. § Opened 1-6-01. † Opened 1-9-00. ‡ Closed 1-4-01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Aspotogan	Lunenburg, N.S	9 00	12 00		
Assametaquaghan	Bonaventure, Q	34 00	10 00		
Assiniboine	Lennox, O	30 00	12 00		
Aston Junction	Nicolet, Q	26 50	12 00		
Aston Station	Nicolet, Q	163 00	78 00		
Athas	Ontario, W.R, O	27 96	16 00		
Athabasca Landing	Alta	70 33	5 33		
Athalmer	Yale & Cariboo, B.C	135 00	40 00		
Athelstan	Huntingdon, Q	20 00	16 00		
Athelney	Ontario, N.R, O	238 12	150 00		
Atherton	Norfolk, N.R, O	46 20	12 00		
Athlone	Cardwell, O	106 01	70 00		
Athol	Glengarry, O	77 06	36 00		
Atkin	Middlesex, W.R, O	38 00	20 00		
Atkinson	Frontenac, O	22 28	16 00		
Atlanta	King, N.S	35 00	20 00		
Attercliffe	Wentworth, S.R, O	156 97	80 00		
Attercliffe Station	Haldimand & Monck, O	130 04	56 00	8 00	
Atwell	Selkirk, M	39 90	20 00		
Atwood's Brook	Shelburne & Queen's, N.S	28 05	16 00		
Aubert Gallion	Beauce, Q	78 60	40 00		
Aumigny	Provencher, M	15 20	12 00		
Aubrey	Châteauguay, Q	125 98	60 00		
Auburn	Queen's East, P.E.I	10 50	12 00	2 00	
Auburndale	Lunenburg, N.S	18 00	12 00		
Audet	Beauce, Q	14 00	12 00		
Audley	Ontario, W.R, O	50 00	28 00		
Audrey	Assa	25 00	6 00		
Aughrim	Lanark, E.R, O	43 96	24 00		
Augsburg	Renfrew, N.R, O	68 88	32 00		
Augustine Cove	Prince East, P.E.I	60 50	20 00		
Augustus	Grey, E.R, O	20 18	16 00		
Aulds Cove	Gaysborough, N.S	14 20	12 00		
Aumigny	Gaspé, Q	12 00	12 00		
Auvergne	Portneuf, Q	77 00	36 00		
Avery's Portage	York, N.B	25 46	22 00		
Avignon	Bonaventure, Q	148 87	64 00	1 33	
Avoca	Argenteuil, Q	104 00	40 00		
Avon	Middlesex, E.R, O	104 00	70 00		
Avon	Megantic, Q	106 00	28 00		
Avonbank	Perth, S.R, O	67 76	30 00		
Avondale	Pictou, N.S	40 00	28 00		
Avondale	Carleton, N.B	73 00	40 00	4 00	
Avondale	Queen's East, P.E.I	11 94	12 00		
Avondale Station	Pictou, N.S	37 00	16 00	8 00	
Avonhurst	N.S	27 60	7 00		
Avonmore	King's, N.B	26 00	12 00		
Avonport	King's, N.S	94 00	40 00		
Avonry	Essex, O	3 00	12 00		
Avonton	Perth, S.R, O	195 84	110 00	20 00	
Awrey	Middlesex, M	12 85	12 00		
Axe Lake	Muskoka & Parry S., O	10 00	12 00		
Aylsworth	Algoma, O	67 56	20 00		

BABINGTON, Shelburne & Queen's, N.B 16 96 12 00

Bacon, Shelburne & Queen's, N.S 112 96 60 00

† Late Pasqual Road. § Opened 1 1 06. ‡ Opened 1 12 00. * Opened 2 7 01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Back Bay	Charlotte....N.B	106 96	48 00		
Back Lands	Antigonishe....N S	8 50	10 00		
Back Meadows	Pictou....N.S	12 00	12 00		
Back Shore	Pictou....N.S	5 00	10 00		
Baddeck Bay	Victoria....N S	27 00	12 00	4 00	
Baddeck Bridge	Victoria....N.S	15 00	12 00		
Baddeck River, North Branch	Victoria....N S	10 98	12 00		
Baddow	Victoria, N.R....O	46 00	20 00		
Baenoch	Bruce, E.R....O	93 96	44 00		
Badjeros	Grey, E.R....O	206 90	80 00		
Bagot	Macdonald....M	310 50	148 00	2 00	
Baie de la Trinite	Saguenay....Q	29 20	16 00		
Baie des Bacons	Saguenay....Q	55 00	20 00		
Baie des Rochers	Charlevoix....Q	9 70	12 00		20 00
*Baie d'Urfe	Jacques Cartier....Q	38 00	20 00		
Baie St. Paul	Selkirk....M		12 00		
Baie Verte Road	Westmoreland....N.B	12 00	12 00		
Baillargeon	Levis....Q	143 50	64 00		
Baillie	Charlotte....N.B	35 50	20 00	2 00	
Bairdsville	Victoria....N.B	34 00	20 00	2 00	
Baker Brook	Victoria....N.B	37 96	16 00		
Baker Settlement	Lunenburg....N S	27 00	12 00		
Balaclava	Grey, N.R....O	75 00	40 00		
Balcarres	Assa. East	40 27	20 00		
Balderson	Lanark, S.R....O	146 03	60 00	4 00	
Baldoon	Kent....O	6 20	26 00		
Baldwin	York, N.R....O	114 11	48 00		
Baldwin's Mills	Stanstead....Q	186 70	80 00		
Baldwin's Road	King's....P.E.I	21 00	12 00		
Balfour	Prince Edward....O	6 00	12 00		
Balfour	Yale & Cariboo....B.C	23 20	24 00		
Balfron	King's....N.B	13 00	12 00		
Ballantrae	Ontario, W.R....O	105 79	52 00		
Ballantyne's Cove	Antigonishe....N.S	48 02	12 00		
Ballantyne's Station	Frontenac....O	15 40	16 00		
Ballinafad	Wellington, S.R....O	252 88	96 00		
Ballycroy	Cardwell....O	115 50	50 00		
Ballyduff	Durham, E.R....O	44 50	24 00		
Ballymote	Middlesex, E.R....O	69 92	28 00		
†Balmoral	Haldimand & Monck....O	56 96	32 34		
Balmoral	Restigouche....N.B	39 00	20 00		
Balmoral	Richmond....N S	19 00	12 00		6 00
Balmoral Mills	Colchester....N.S	50 12	20 00		
*Balmy Beach	York, E.R....O	248 00	40 00		
Balsam	Ontario, W.R....O	138 16	50 00		
Balsam Bay	Selkirk....M	15 96	12 00		
Balsam Grove	Victoria, N.R....O	7 00	12 00		
Balsam Hill	Renfrew, S R....O	22 50	12 00		
Balsam Lake	Victoria, N.R....O	20 00	16 00		
Baltic	Prince....P.E.I	39 30	16 00		
Balvenie	Renfrew, S.R....O	12 50	12 00		
Bamberg	Waterloo, N.R....O	90 00	26 00		
Banbury	Muskoka & Parry Sd....O	15 98	12 00		
Banda	Simcoe, N.R....O	64 50	44 00		
Bangor	King's....P.E.I	16 00	12 00		
Banks	Grey, E.R....O	43 00	20 00		
Banks of Broad Cove	Inverness....N.S	16 00	12 00		
Banner	Oxford, S.R....O	43 00	20 00		

* Summer office. † Closed 15-3-01, reopened 1-5-01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.		Revenue.	Salary (based on revenue of previous years.	Forward Allowance.	Night Allowance.
			$ cts.	$ cts.	$ cts.	$ cts.
Bannockburn	Hastings, N.R	O	130 00	64 00		
Barachois	Westmoreland	N.B	18 00	12 00		
Barachois de Malbaie	Gaspe	Q	215 50	70 00	2 16	12 00
Barachois Harbour	Cape Breton	N S	28 00	12 00		
Barachois St. Louis	Richmond	N S	22 00	12 00		
Barb	Prescott	O	86 00	50 00		
Bardal	Brandon	M	6 12	12 00		
Bardolph	Lennox	O	17 00	12 00		
Bardsville	Simcoe, E.R	O	33 96	20 00		
Barkway	Ontario, N.R	O	36 35	20 00	1 00	
Barnaby River	Northumberland	N.B	156 72	70 00	2 00	
Barnardo	Marquette	M	188 51	75 00		
Barnesdale	Muskoka & Parry Sd	O	32 20	16 00		
Barnesville	King's	N.B	68 00	30 00		
Barney River Station	Pictou	N S	29 96	16 00		
†Barney's Brook	Hants	N S	6 00	2 50		
Barney's River	Pictou	N S	138 00	80 06	6 00	
Barnsley	Lisgar	M	32 00	28 00		
Barnston	Stanstead	Q	205 00	120 00		
Barra Glen	Victoria	N S	12 00	12 00		
Barra Head	Richmond	N.S	31 76	12 00		
†Barrett	Addington	O	5 00	6 67		
Barrettsholme	Albert	N.B	11 92	12 00		
Barriefield	Frontenac	O	251 32	50 00		
Barrie Island	Algoma	O	20 65	12 00		
Barrington	Huntingdon	Q	121 88	50 00		
Barrington West	Shelburne & Queen's	N.S	31 65	16 00		
Barrio's Beach	Antigonishe	N.S	25 92	16 00		
Bar River	Algoma	O	26 00	16 00		
Barrow Bay	Bruce, N.R	O	144 25	52 00		
Barr Settlement	Hants	N.S	8 00	12 00		
Barry's Corner	Lunenburg	N.S	9 00	12 00		
Barryvale	Renfrew, S.R	O	110 00	48 00		
Barss' Corners	Lunenburg	N S	254 39	90 00	16 00	
Bartholomew	Northumberland	N.B	7 00	10 00		
Bartibog	Northumberland	N.B	7 00	12 00		
Bartibog Bridge	Northumberland	N.B	33 25	20 00		
Bartlett Mills	Charlotte	N.B	30 00	16 00		
Barton	Digby	N.S	159 00	70 00		
Bartonville	Wentworth, S.R	O	330 00	90 00		
Barwick	Algoma	O	364 11	60 00		
Bas de la Baie	Charlevoix	Q	31 00	12 00		12 00
Bas de l'Anse	Charlevoix	Q	10 90	12 00		
‡Bas de St. Rose	Laval	Q	13 01	6 67		
Bas du Sault	Laval	Q	12 00	10 00		
Basin Depot	District of Nipissing	O	52 50	47 00		
Bassin or Riv. Inhabitants	Richmond	N.S	20 78	16 00		
Basingstoke	Wentworth, S.R	O	68 00	28 00		
Bassin	Chicoutimi	Q	21 00	12 00		
Bassin du Lievre	Labelle	Q	100 34	36 00		
Basswood	Marquette	M	103 05	50 00		
Basswood Ridge	Charlotte	N.B	5 00	12 00		
Bates	Lisgar	M	110 00	60 00		
Bateston	Cape Breton	N S	40 00	20 00		6 00
Batiscan Station	Champlain	Q	196 60	60 00		
Batiscie	Saskatchewan		34 82	20 00		
Batteau	Simcoe, N.R	O	92 92	48 00		
Battersea	Frontenac	O	192 00	70 00	2 58	

† Opened 1 4 01. ‡ Opened 23 10 00. * Opened 1 11 00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Battle River	Alta	27 42	10 00		
Baxter	Simcoe, S.R. O	28 00	16 00		
Baxter's Harbour	King's, N.S	22 96	12 00		
Bay du Vin Mills	Northumberland, N.B	12 25	12 00		
*Bayer Settlement	Halifax, N.S	6 00	6 67		
Bayfield	King's, P.E.I	22 84	12 00		
Bay Fortune	King's, P.E.I	14 00	12 00		
Bayham	Elgin, E.R. O	74 40	47 00		20 00
†Bayonne	Joliette, Q	13 00	1 67		
Bay Road Valley	Victoria, N.S	22 00	12 00		6 00
Bayside	Hastings, W.R. O	51 42	30 00		
Bayside	Halifax, N.S	15 00	12 00		
Bayside	Northumberland, N.B	19 50	12 00	2 00	
Bayside	Charlotte, N.B	17 08	12 00		
Bay St. Lawrence	Victoria, N.S	41 00	24 00	2 00	10 00
Bayswater	King's, N.B	20 00	12 00		
Bayswater	Lunenburg, N.S	18 00	12 00		
Bay View	Digby, N.S	9 00	12 00		
Bay View	St. John, N.B	6 20	12 00		
Bayview	Queen's West, P.E.I	81 00	30 00		
Bayview	Grey, E.R. O	62 50	30 00		
Beach Meadows	Shelburne & Queen's, N.S	53 00	20 00		
Beach Point	Queen's East, P.E.I	26 48	18 00		
Beaconsfield	Lisgar, M	18 02	16 00		
Beaconsfield	Oxford, S.R. O	44 00	24 00		
Beaconsfield	Victoria, N.B	9 00	12 00		
Bealton	Norfolk, N.R. O	76 11	42 00		
Bear Brook	Russell, O	158 00	80 00		
Bear Cave	Muskoka & Parry Sd. O	56 00	20 00		
Bear Cove, Chetecamp	Digby, N.S	29 00	12 00		
Bear Cove	Halifax, N.S	4 00	10 00		
Bear Creek	Macdonald, M	31 39	20 00		
Bear Island	York, N.B	45 25	24 00		
Bear Line	Kent, O	93 00	24 00		
Bear Point	Shelburne & Queen's, N.S	18 00	20 00		
Bear River	King's, P.E.I	47 50	24 00		
Beans Hill	Alta	12 70	27 00		
Beaton's Mills	Queen's East, P.E.I	12 00	12 00		
Beatrice	Muskoka & Parry Sd. O	50 96	28 00		
Beauce Junction	Beauce, Q	207 30	64 00	12 00	
Beaudet	Portneuf, Q	20 80	12 00		
Beaudom	Megantic, Q	17 20	12 00		
Beaufort	Carleton, N.B	26 00	12 00		
Beaulac	Montcalm, Q	13 10	12 00		
Beaulieu	Montmorency, Q	98 00	36 00		
Beaulyc	Antigonishe, N.S	7 96	12 00		
Beaumaris	Simcoe, E.R. O	148 25	160 00		
Beaumont	Bellechasse, Q	71 00	30 00		12 00
Beaumont	Alta	77 58	30 00		
Beaumont	City of Victoria, B.C	342 04	100 00		
Beauport	Quebec, Q	167 00	92 00		
Beauce	Montmorency, Q	174 99	50 00	4 00	
‡Beauceville	Jacques Cartier, Q	31 00	12 00		
Beauharnois	Beauharnois, Q	178 44	70 00		
Beaushed	Selkirk, M	277 12	110 00	6 33	13 00
Beauval	Vaudreuil, Q	28 00	16 00		
Beaver	Huntingdon, Q	41 00	16 00		
Beaver	Macdonald, M	99 54	9 00		

‡ Opened 1 11 00. † Opened 1 5 01. * Summer office. ** Opened 1 10 00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Beaver Bank	Halifax, N.S	106 04	30 00	4 00	
Beaver Brook	Albert, N.B	11 98	12 00		
Beaver Brook	Colchester, N.S	50 50	30 00		
Beaver Cove	Cape Breton, N.S	32 41	16 00	2 00	
Beaver Creek	Macdonald, M	5 00	4 00		
Beaver Creek	Vancouver, B.C	34 58	20 00		
Beaverdale	Grey, E.R., O	37 00	16 00		
Beaver Dale	Assa. East	15 00	10 00		
Beaver Dam	York, N.B	35 46	12 00		
Beaver Harbour	Charlotte, N.B	140 08	60 00		
Beaver Harbour	Halifax, N.S	51 94	30 00		
Beaver Hills	Alta	31 20	12 00		
Beaver Lake	Alta	62 20	20 00	2 00	
Beaver Mills	Algoma, O	330 20	56 00		
Beaver Mine	Algoma, O	36 14	28 00		
Beaver Point	Vancouver, B.C	24 94	16 00		
Beaver Rapids	Marquette, M	3 00	12 00		
Beaver River	Digby, N.S	110 83	50 00		
†Beaverton	Yale & Cariboo, B.C	37 80	18 34		
Beckstead	Dundas, O	14 91	12 00		
Beckwith	Cumberland, N.S	26 33	10 00		
Bedeque	Prince Edward, P.E.I	167 55	72 00	5 00	
Bedford Mills	Frontenac, O	147 00	60 00		
Bedford Park	York, W.R., O	121 58	60 00		
Beech Grove	Pontiac, O	26 02	16 00		
Beech Hill	Albert, N.B	11 98	12 00		
Beech Hill	King's, N.S	8 92	12 00		
Beech Hill	Lunenburg, N.S	8 00	12 00		
Beech Lane	Norfolk, S.R., O	13 00	12 00		
Beechmont	Cape Breton, N.S	12 00	12 00		
Beechmount	Hastings, N.R., O	8 98	12 00		
Beech Ridge	Argenteuil, Q	36 00	16 00		
Beechville	Halifax, N.S	11 30	12 00		
Beechwood	Antigonish, N.S	13 00	12 00		
Beechwood	Carleton, N.B	79 98	48 00	5 00	
Beechwood	Huron, S.R., O	61 00	36 00		
§Beersville	Kent, N.B	32 62	7 12		
Begora	Portneuf, Q	53 00	34 00		
Belcourt	Selkirk, M	20 00	20 00		
Belfast	Huron, W.R., O	164 16	90 00		
Belfast's Mills	Terrebonne, Q	66 50	36 00		
Bella Bella	Burrard, B.C	58 20	30 00		
Bella Coola	Burrard, B.C	84 02	30 00	8 66	
Bellamy's	Brockville, O	128 20	52 00		
Belle Anse	Gaspé, Q	87 92	36 00		12 00
Belle Cote	Inverness, N.S	97 44	32 00		8 00
Belle Creek	Queen's East, P.E.I	62 90	30 00		
Belledune	Gloucester, N.B	159 96	60 00		
Belledune River	Gloucester, N.B	64 48	30 00		
Bellefleur	Victoria, N.B	10 00	20 00		
Bellegarde	Assa. East	25 04	20 00		
Belleisle	Annapolis, N.S	60 96	36 00		
Belleisle Bay	King's, N.B	10 44	12 00	1 [illegible]	
Belleisle Creek	King's, N.B	134 48	64 00	8 00	
Bellenden	Saskatchewan & Queen's, N.E	14 00	12 00		
Belle Prairie	Assa. East	16 44	16 00		
Bellerive	Portneuf, Q	369 00	120 00		
Belle River	Two Mountains, Q	148 40	60 00		

‡Closed 1-10-00. †Opened 1-11-00. *Late Mont [illegible]. §Opened 1-1-1900.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Belle Vallee	Missisquoi Q	13 00	12 00		
‡Belleview	Hastings, N.R O	213 35	72 00		
Belleville	Carleton, N.B	9 25	12 00		
Belleville	Yarmouth N.S	67 00	24 00		
Bell Ewart	Simcoe, S.R O	96 37	40 00		
Bellingham	Algoma O	53 20	24 00		
Belliveaux Cove	Digby N.S	109 00	50 00		
Belliveaux Village	Westmoreland N.B	12 00	12 00		
Bell Mount	Pontiac Q	83 86	44 00		
Bellrock	Addington O	59 84	24 00		
Belmina	Wolfe Q	43 14	20 00		
Belmont	Prince West P.E.I	7 00	12 00		
Belmont	Colchester N.S	148 77	76 00		
Belmore	Bruce, E.R O	244 58	103 00		
Beloeil Station	Chambly & Vercheres Q	155 00	70 00		
Belton	Middlesex, E.R O	79 00	32 00		
Belyea's Cove	Sunbury & Queen's N.B	15 50	12 00	2 00	
Benacadie	Cape Breton N.S	6 97	12 00		
Benacadie Pond	Cape Breton N.S	15 24	12 00		
Benbecula	Assa. East	19 87	20 00		
Bendale	York, E.R O	29 18	16 00		
Benjamin's Mills	Hants N.S	130 15	40 00		
Ben Lomond	St. John N.B	8 00	12 00		
Bennett	Megantic Q	45 20	16 00		
Bennington	Oxford, N.R O	50 00	24 00		
Bensfort	Peterborough, W.R O	60 90	32 00		
Bently	Alta	62 34	10 00		
Bentpath	Bothwell O	35 00	24 00		
Beranger	Missisquoi Q	17 00	12 00		
*Berens River	Selkirk M	24 00	8 00		
Beresford	Brandon M	161 74	60 00		
Beresford	Gloucester N.B	34 00	12 00		
Beresina	Assa. East	17 42	10 00		
Bernadette	Levis Q	18 00	16 00		
Bernier	Megantic Q	10 00	10 00		
Berrnedale	Muskoka & Parry Sd O	61 00	24 00	2 00	
Berry Hill	Colchester N.S	18 00	12 00		
Berry Mill Station	Westmoreland N.B	54 00	24 00		
Berryton	Albert N.B	14 00	12 00		
Berryton	Leeds, S.R O	32 00	16 00		
Bersimis	Saguenay Q	62 00	70 00	§120 00	
‡Bertha	Brandon M		13 34		
Berthier Junction	Berthier Q	24 50	20 00	10 00	
Bertrand	Gloucester N.B	23 93	12 00	1 50	
Bethany	Shefford Q	54 14	20 00		
Bethel	Shefford Q	98 49	36 00		
Bethel	Prince Edward O	137 97	56 00		
Bethesda	Ontario, W.R O	78 82	36 00		
Beulah	King's N.B	19 98	12 00		
Bewdley	Northumberland, W.R O	79 03	48 00		
Bexley	Victoria, N.R O	174 79	84 00		
Bickford	Bothwell O	84 20	36 00		
Bienville	Levis Q	221 15	90 00		
Big Bank	Victoria N.S	16 00	12 00		
Big Bar Creek	Yale & Cariboo B.C	43 20	18 00		
Big Bras d'Or	Victoria N.S	102 32	56 00	12 00	18 00
Big Brook	Inverness N.S	9 00	12 00		
Big Cove	Sunbury & Queen's N.B	9 00	12 00		

‡ Late Big Springs. * Opened 1-11-00 § Including $60 arrears. † Closed 1-3-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary [illegible]	Forwarding Allowance	[illegible]
		$ cts.	$ cts.	$ cts.	$ cts.
Big Fork	Algoma ..... O	195 53	60 00	4 50	
Bigger Ridge	Carleton..... N.B	2 00	12 00		
Big Glen	Cape Breton..... N.S	7 50	10 00		
Big Harbour	Victoria..... N.S	16 00	12 00		
Big Harbour Island	Inverness..... N.S	12 00	12 00		
Big Hill	Victoria..... N.S	8 00	12 00		
Big Intervale, Cape North	Victoria..... N.S	11 92	12 00		
Big Interval, Margaree	Inverness..... N.S	9 00	12 00		
Big Island	Pictou..... N.S	16 62	12 00		
Big Island	Prince Edward I..... O	15 50	12 00		
Big Lake	Algoma..... O	47 04	20 00		
Big Lorraine	Cape Breton..... N.S	20 89	12 00		
Big Marsh	Antigonish..... N.S	11 20	12 00		
Big Point	Kent..... O	50 00	20 00		
Big Pond	Cape Breton..... N.S	51 00	20 00		
Big Port L'Hebert	Shelburne & Queen's..... N.S	11 00	7 50		
Big Ridge	Cape Breton..... N.S	10 00	12 00		
Big Ridge South	Cape Breton..... N.S	15 00	12 00		
Big Tracadie	Antigonish..... N.S	209 32	60 00	10 00	
Billtown	Dundas..... O	178 43	72 00		
Bingham Bridge	Russell..... O	301 50	110 00		
Binscarth	Wentworth, S.R..... O	207 17	90 00		
Binbrook Road	Haldimand & Monck..... O	14 00	12 00		
Binbrook	Wellington, S.R..... O	7 00	16 00		
Birch Grove	Cape Breton..... N.S	15 00	12 00		
Birch Hills	[illegible]	17 95	12 00		
Birch Ridge	Victoria..... N.B	15 76	12 00		
Birchton	Compton..... Q	239 72	110 00	2 00	
Birchtown	Shelburne & Queen's..... N.S	39 00	16 00	20 00	6 00
Birchwood	Cape Breton..... N.S	11 96	10 75		
Birds Creek	Hastings, N.R..... O	60 00	48 00	8 00	6 00
Birds Hill	Selkirk..... M	48 17	28 00		5 25
Birdsalls	Peterborough, E.R..... O	61 00	24 00		
Birdton	York..... N.B	11 96	12 00		
Birkendale	Muskoka & Parry Sd..... O	130 50	10 00		
Birnie	Lennox, E.R..... O	146 70	36 00		
Bisi	Middlesex, E.R..... O	85 60	10 00	2 00	
Bitson	[illegible]	21 04	12 00		
Bishop Mountain	Kings..... N.S	13 15	12 00		
Bishopville	Kings..... N.S	19 00	12 00		
Bismarck	Lincoln & Niagara..... O	269 97	90 00		
Bissett Creek	Nipissing..... O	85 48	10 00		
Bisson	Essex..... O	20 98	12 00		
Bittern Lake	Alberta.....	80 00	24 00		
Black Avon	Antigonish..... N.S	9 98	10 00		
Black Bank	Norfolk, S.R..... O	98 14	60 00		
Black Brook	Cape Breton..... N.S	14 00	12 00		
Black Creek	Russell..... O	14 96	12 00		
Black Creek	Welland..... O	129 40	48 00		
Black Diamond	Renfrew, S.R..... O	15 14	12 00		
Black Heath	Wentworth, S.R..... O	215 87	108 00		
Black River Lake	Cape Breton..... N.S	15 00	12 00		
Black Land	Restigouche..... N.B	27 00	12 00		
Black Point	Restigouche..... N.B	85 48	20 00		
Black Point	Halifax..... N.S	90 75	24 00		
Black Point	Shelburne & Queen's..... N.S	14 00	12 00		
Black River	Northumberland..... N.B	16 90	12 00		
Black River	Sunbury..... N.B	75 26	24 00		

Operated 1 10 00 [illegible] and 26 5 00

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Black River Bridge	Prince Edward ..... O	21 98	20 00	.....	.....
Black River Bridge	Northumberland..... N.B	36 01	20 00	.....	.....
Black River Depot	Pontiac ..... Q	96 00	48 00	.....	.....
Black Rock	Cumberland. ..... N.S	2 00	12 00	.....	.....
Black Rock	Gloucester .... ..N.B	12 00	12 00	.....	.....
Black Rock	Victoria ..... N.S	11 98	12 00	.....	.....
Black's Corners	Wellington, N.R..... O	30 00	16 00	.....	.....
Black's Harbour	Charlotte ..... N.B	107 44	30 00	.....	.....
Blackstone	Inverness..... N.S	12 00	12 00	.....	.....
Blackwater	Ontario, N.R..... O	131 19	60 00	20 00	.....
Blackwell Station	Lambton, W.R..... O	14 00	16 00	.....	.....
Blackwood	.....Assa. East	18 42	20 00	.....	.....
Blair	Sunbury & Queen's..N.B	40 00	10 00	.....	.....
Blair Athol	Restigouche ..... N.B	17 00	12 00	.....	.....
Blairhampton	Victoria, N.R..... O	15 00	16 00	.....	.....
Blairmore	.....Alta	295 15	50 00	.....	17 15
Blairton	Peterborough, E.R....O	29 00	30 00	.....	.....
Blake	Huron, S.R..... O	115 08	55 00	.....	.....
Blakely	Sunbury & Queen's ..N.B	14 00	12 00	.....	.....
Blakeney	Lamark, N.R ..... O	82 94	44 00	.....	.....
Blanchard Road	Pictou ..... N.S	13 00	12 00	.....	.....
Blanchard Settlement	Gloucester .....N.B	16 00	12 00	.....	.....
Blanche	Labelle ..... Q	82 78	36 00	.....	.....
Blanche	Shelburne & Queen's..N.S	16 00	12 00	.....	.....
Blanchet	Levis ..... Q	47 92	28 00	.....	.....
Blandford	Arthabaska..... Q	105 50	50 00	.....	.....
Blandford	Lunenburg.....N.S	113 00	36 00	.....	.....
Blandford Station	Oxford, N.R..... O	50 00	24 00	.....	.....
Blantyre	Grey, E.R..... O	67 55	50 00	.....	.....
Blayney	Norfolk, S.R..... O	64 00	10 00	.....	.....
Blayney Ridge	York..... N.B	15 95	12 00	.....	.....
Blessington	Hastings, E.R ..... O	74 44	32 00	.....	.....
Blezard Valley	Nipissing ..... O	85 38	24 00	.....	.....
Blissfield	Northumberland.....N.B	84 46	30 00	.....	.....
Blissville	Sunbury & Queen's ..N.B	28 00	16 00	.....	.....
Block House	Lunenburg. ..... N.S	89 48	20 00	2 00	.....
Bloomdon	King's ..... N.S	47 00	20 00	.....	.....
Bloomfield	Prince West..... P.E.I	29 00	20 00	.....	.....
Bloomfield	Carleton ..... N.B	75 94	32 00	.....	.....
Bloomfield	King's ..... N.B	20 00	16 00	.....	.....
Bloomfield	Digby ..... N.S	21 60	12 00	.....	.....
Bloomfield Ridge	York..... N.B	12 00	12 00	.....	.....
Bloomfield Station	King's ..... N.B	182 50	90 00	8 00	.....
Bloomfield Station	Prince West. ..... P.E.I	97 85	50 00	16 00	10 00
Bloomingdale	Waterloo, N.R..... O	102 98	56 00	.....	.....
Blooming Point	Queen's East..... P.E.I	12 00	12 00	.....	.....
Bloomington	Ontario, W.R. ..... O	132 06	56 00	.....	.....
Bloomsburg	Norfolk, N.R..... O	53 85	28 00	.....	.....
Blount	Cardwell..... O	8 98	12 00	.....	.....
Blue Bell	Victoria..... N.B	29 88	12 00	.....	.....
Blueberry Hill	Antigonishe. ..... N.S	2 50	12 00	.....	.....
Blue Cove	Gloucester..... N.B	7 57	12 00	.....	.....
Blue Mountain	Pictou..... N.S	66 50	30 00	.....	.....
Blue Rock	Lunenburg ..... N.S	20 00	12 00	.....	.....
Blue Sea Corner	Cumberland..... N.S	21 00	12 00	.....	.....
Blue's Mill	Inverness..... N.S	23 20	20 00	.....	.....
Blythfield	Selkirk..... M	29 51	12 00	.....	.....
Boarbee	Charlotte..... N.B	67 00	24 00	.....	.....

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District	Revenue.	Salary *shewn on account of previous quarter.*	Forward Allowance.	Night Allowance
		$ cts.	$ cts.	$ cts.	$ cts.
§Beaubec Cove	Charlotte.....N.B	20 00	2 50	...	...
Begart	Hastings, E.R.....O	66 88	30 00	1 17	...
**Bogarttown	Ontario N.R.....O	...	3 00	...	...
Beguet	Grey, N.R.....O	170 77	80 00	...	...
Beharrin	.....Assa. West	30 00	20 00	...	
Beiloau	Labelle.....Q	51 06	30 00	4 00	...
Beinsdale Baraebois	Cape Breton.....N.S	13 15	12 00	...	
Beinsdale Chapel	Cape Breton.....N.S	64 00	30 00	...	...
Bois de Filion	Terrebonne.....Q	7 50	12 00	...	...
Boissonneault	Megantic.....Q	85 92	32 00	...	...
‡Boivin	Beauce.....Q	16 37	7 50		
Bolduc	Beauce.....Q	216 33	70 00	...	
Bolingbroke	Lanark, S.R.....O	15 88	12 00	...	
Bolsover	Victoria, N.R.....O	105 94	44 00	...	....
Bolton Forest	Brome.....Q	27 10	14 00	...	...
Bolton Glen	Brome.....Q	45 96	20 00	...	...
Bonanton	Northumberland, W.R.O	16 00	16 00	...	....
Bon Accord	Victoria.....N.B	58 75	44 00	...	
Bonaventure, East	Bonaventure.....Q	72 50	30 00	...	+8 00
Bonaventure, Island	Gaspe.....Q	45 18	20 00	...	...
Bonaventure River	Bonaventure.....Q	390 73	132 00	...	
Bon Conseil	Drummond.....Q	88 96	32 00	...	...
Bon Desir	Saguenay.....Q	12 00	12 00	...	...
Bondville	Brome.....Q	217 50	50 00	...	...
Bonne Esperance	Saguenay.....Q	29 20	20 00	...	
Bonne Madone	Sask	19 50	10 00		
Bongard's Corners	Prince Edward.....O	32 00	20 00		
Bonheur	Algoma.....O	57 90	46 00	12 00	16 00
Bonnechere	Renfrew, S.R.....O	6 00	12 00	...	
Bonney River Station	Charlotte.....N.B	201 49	72 00	4 00	
Bonne Dosen	Selkirk.....M	26 18	12 00		
Bonshaw	Prince East.....P.E.I	76 80	48 00	3 00	
Bonsville	Cornwall.....O	30 00	12 00		
Bonwell	Prince East.....P.E.I	12 00	12 00		
Bookton	Norfolk, N.R.....O	171 00	72 00		
Boothville	Grey, S.R.....O	49 98	24 00		
Boré à Ploufle	Laval.....Q	43 00	24 00		
Bordeaux	Laval.....Q	72 00	24 00		
Borrish	Middlesex, N.R.....O		12 00		
Borrowee	Russell.....O	1 00	12 00		
Bosscabel	Shefford.....Q	59 00	28 00		
Bossuevas	Assa. East	37 12	32 00		
Bosskeng	Victoria, N.R.....O	25 00	30 00	3 00	
Boston	Norfolk, N.R.....O	131 00	68 00		
Boston Mills	Peel.....O	48 96	28 00		
Bosworth	Wellington, C.R.....O	39 10	30 00	6 00	...
*Botany	Elgin, W.R.....O		9 00		
Bothwell	King.....P.E.I	18 01	12 00		
Botsford	Chateauguay.....Q	4 00	12 00		
Botsford Portage	Westmoreland.....N.B	13 00	12 00		
Bouchervville	Algoma.....O	240 60	65 00		
Boucherville	Chambly & Vercheres.....Q	3653 84	120 00		
Bouchette	Wright.....Q	281 71	100 00		
Bouck's Hill	Dundas.....O	168 48	65 00	6 00	
Boudreau	Westmoreland.....N.B	14 00	12 00		
Boudreau Village	Westmoreland.....N.B	12 00	12 00		
Bougie	Jacques Cartier.....Q	20 50	15 00		
Boulardarie	Victoria.....N.S	40 00	24 00	50 00	

** Closed 1-10-00. † Including $84 arrears. ‡ Opened 1-10-00. § Opened 1-4-01. ¶ Closed 15-11-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts	$ cts.	$ cts.	$ cts.
Boulardarie Centre	Victoria ....N S	15 91	16 00	....	....
Boulardarie East	Victoria ....N S	18 14	20 00	....	....
Boulardarie West	Cape Breton.....N.S	8 94	12 00	....	....
Boulevard St. Denis	Maisonneuve.....Q	10 00	50 00	....	....
Bourgeois	Drummond.....Q	52 94	24 00	....	....
Boulton	Hastings, N.R.....O	41 52	28 00	8 00	....
Boundary Creek	Westmoreland.....N.B	66 50	20 00	2 00	....
Boundary Falls	Yale & Cariboo.....B.C	41 98	18 00	....	....
Boundary, Presq'Ile	Carleton.....N.B	10 00	12 00	....	....
Bourdeau	Muskoka & Parry Sd..O	12 00	12 00	....	....
Bourgeois	Kent.....N.B	12 00	12 00	....	....
Bourg Louis	Portneuf.....Q	109 00	92 00	....	....
Bout de l'Ile	Laval.....Q	17 16	16 00	....	....
Bowell	Leeds, S.R.....O	18 00	12 00	....	....
Bowen Island	Burrard.....B.C	39 28	20 00	....	....
Bowesville	Russell.....O	41 00	20 00	....	....
Bowling Green	Wellington, N.R.....O	73 00	40 00	....	....
Box Alder	Algoma.....O	29 50	10 00	....	....
Boxall	Elgin, W.R.....O	85 78	24 00	....	....
Box Grove	York, E.R.....O	75 46	30 00	....	....
†Boyd's	Antigonish.....N.S	6 00	0 83	....	....
Boyer	Bellechasse.....Q	45 00	36 00	....	....
Boyle	Lincoln & Niagara.....O	52 00	20 00	....	....
Boyne	Halton.....O	29 98	16 00	....	....
Boyne	Sunbury & Queen...N.B	14 17	10 00	....	....
Boynton	Stanstead.....Q	97 00	44 00	4 00	....
Brackenrig	Muskoka & Parry Sd..O	25 10	16 00	....	....
Brackley Beach	Queen, East.....P.E.I	38 00	16 00	....	....
Brackley Point	Queen, East.....P.E.I	13 50	12 00	....	....
Brackley Point Road	Queen East.....P.E.I	8 00	12 00	....	....
Bracondale	York, W.R.....O	351 00	132 00	....	....
Bradscomp	Alta	28 80	10 00	....	....
Bradford	Prince East.....P.E.I	13 00	12 00	....	....
Bradley	Bruce, E.R.....O	12 00	16 00	....	....
Bradshaw	Bothwell.....O	136 21	63 00	....	....
Brae	Prince West.....P.E.I	50 00	24 00	....	....
Brae Lake	Muskoka & Parry Sd..O	13 00	12 00	....	....
Braeburn	Ontario, N.R.....O	74 71	28 00	....	....
Brandt L. La Have	Lunenburg.....N.S	20 00	12 00	....	....
Brannegouk	Sask	24 90	16 00	....	....
Brantchton	Waterloo, S.R.....O	146 25	60 00	....	....
Brandon Hills	Brandon.....M	20 00	24 00	....	....
Brantz Creek	Norfolk, N.R.....O	13 50	18 00	....	....
Brantsfield	Northumberland.....N.B	12 98	16 00	....	....
Brass Hill	Sunbury & Queen's N.S	126 05	56 00	....	....
Brass's Crossing	Russell.....O	18 00	12 00	....	....
Brazil Lake	Yarmouth.....N.S	69 75	28 50	2 00	....
Breadalbane	Glengarry.....O	23 00	16 00	....	....
Breakey's Manor	Quebec.....Assa. East	25 00	16 00	....	6 00
Breckenridge	Assa. East	25 00	16 00	....	....
Brenton	Nanaimo.....B.C	150 07	32 00	....	....
Brereton	Yarmouth.....N.S	15 00	10 00	....	....
Brentwood	Simcoe, N.R.....O	96 72	10 00	....	....
Brewsylvo	Sask	15 00	12 00	....	....
Brickin	Waterloo, S.R.....O	250 68	100 00	20 00	....
Brewers Mills	Frontenac.....O	90 89	50 00	....	....
Brewers Mills	York.....N.B	55 00	1 67	....	....
Brewster	Middlesex, N.R.....O	29 00	24 00	....	....

†Opened 1-5-01. ‡Opened 1-6-01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary [illegible] revenue of [illegible] years.	Forward Allowances.	Night Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
*Bruce	Alta	10 93	8 00		
Bruce Hill	Grey, E.R	13 00	10 00		
Brickley	Northumberland, E.R.	35 98	24 00		
Brickton	Annapolis	25 35	12 00		
Bridge Creek	Macdonald	8 90	16 00		
Bridgedale	Albert	3 00	12 00		
Bridge End	Glengarry	76 92	32 00		
Bridgenorth	Peterborough, W.R.	160 92	60 00		
Bridgeport	Waterloo, N.R.	145 20	50 00		
Bridgeville	Gaspé	43 42	10 00		
Brierswood	Brandon	55 00	26 00	4 00	
Briggs Corner	Sunbury & Queen's, N.B.	70 00	40 00		
Brigham	Brome	256 85	136 00	10 00	
Brighton	Digby	216 70	84 00		
Brightside	Lanark, N.R.	13 15	12 00		
Briley's Brook	Antigonishe	18 00	12 00		
Brinkman's Corners	Bruce, N.R.	13 00	12 00		
Brinsley	Middlesex, N.R.	193 97	76 00		
Brinston's Corners	Dundas	200 96	90 00		
Brisbane	Wellington, S.R.	22 00	16 00	4 00	
Brisco	Yale & Cariboo	46 00	30 00		
*Bristol	King's, P.E.I.	100 82	44 00		
Bristol Mines	Pontiac	38 86	24 00		
Bristol Ridge	Pontiac	83 00	36 00		
Britannville	Algoma	11 92	12 00		
Britannia	Peel	61 48	30 00		
Britannia Bay	Carleton	124 50	66 00		
Britannia Mills	Digby	22 00	20 00		
Britton Cove	Victoria, N.S.	25 00	10 00		
Britonville	Terrebonne	24 50	16 00	2 00	
Britton	Perth, N.R.	120 48	64 00		
Broadfoot	Muskoka & Parry Sd.	93 44	36 00		
Broad Cove Lunenburg	Lunenburg, N.S.	38 78	20 00		
Broad Cove Marsh	Inverness, N.S.	15 00	12 00		
Broad Cove Mines	Inverness, N.S.	190 78	44 00		
Broadlands	Bonaventure	35 17	16 00		
Broadway	Pictou, N.S.	15 01	12 00		
Brock Road	Ontario, W.R.	30 00	24 00		
Brockedon	Oxford, N.R.	27 00	10 00		
Brockton	Prince West, P.E.I.	12 00	12 00		
Broadway	York, N.B.	43 00	20 00		
Brodhagen	Perth, N.R.	91 92	50 00		
Brodie	Glengarry	68 00	36 00		
Brooenwood	Selkirk	34 72	20 00		
Brome Centre	Brome	39 17	28 00		
Bromley	Renfrew, N.R.	31 50	16 00		
Bromley Line	Renfrew, N.R.	50 00	20 00		
Brompton	Richmond	18 00	16 00		
Brompton Falls	Richmond	291 36	140 00	4 00	
Brooke	Hastings, N.R.	21 00	16 00		
Brooke Valley	Compton	49 00	24 00		
Brookdale	Cumberland, N.S.	18 00	12 00		
Brookdale	Lanark	81 16	36 00		
Brookdale	Marquette	15 80	12 00		
Brooke	Lennox, S.R.	52 75	20 00		
Brookfield	Queen's, W.R., P.E.I.	25 50	12 00		
Brookfield	Queen's & Queens, N.S.	185 48	80 00	20 00	12 00
Brookfield Station	Welland	288 63	120 00		

* Closed 1 3 01. * Late Lot 10

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Brookholm	Grey, N.R. O	108 02	44 00	4 00	
Brookland	Pictou. N.S	23 00	12 00		
Brooklet	Huntingdon Q	39 46	10 00		
Brooklyn	Queen's East P.E.I	41 00	24 00	2 00	
Brooklyn	Yarmouth N.S	9 00	12 00		
Brooklyn Corner	King's N.S	154 04	64 00		
Brooklyn Road	Westmoreland N.B	43 00	20 00		
Brookside	Northumberland, W.R. O	29 76	8 33		
Brookside	Halifax N.S		12 00		
Brookside	Assa. West	35 00	16 00		
Brookton	Albert N.B	12 00	12 00		
Brookvale	Sunbury & Queen's. N.B	13 00	12 00		
Brookvale	Halifax N.S	31 55	20 00		
Brook Village	Inverness N.S	123 00	64 00	10 00	6 00
Brookville	Cumberland N.S	17 00	16 00		
Brookville	Pictou N.S	10 00	12 00		
Brookville	Carleton N.B	8 33	12 00		
Brookville Station	St. John N.B	260 00	100 00		
Broomhill	Brandon M	13 00	12 00		
Brophy's	Antigonishe N.S	8 00	12 00		
Brosseau Station	Laprairie & Napierville Q	31 92	16 00		
Brotherston	Wellington, N.R O	23 98	16 00		
Bronseville	Grenville, S.R. O	17 50	16 00		
Brown	Lisgar M	†15 00			
Brown Hill	York, N.R. O	93 43	40 00		
Brown's Brook	Cumberland N.S	29 35	12 00		
Brownsburg	Argenteuil Q	251 70	30 00	2 00	
Brown's Corners	York, E.R. O	56 63	30 00		
Brown's Flats	King's N.B	56 00	24 00		
Brown's Mountain	Antigonishe N.S	5 00	12 00		
Brownsville	New Westminster B.C	19 14	16 00		
Brownsville	Pictou N.S	35 98	12 00		
Brownsville	King's N.B	16 00	12 00	10 00	
Bru	Lisgar M	227 05	90 00		
Bruces Landing	Yale & Cariboo B.C	7 54	20 00		
Bruchanell	Renfrew, S.R O	208 53	95 00	20 00	
Brudenell	King's P.E.I	30 00	16 00		
Bruderheim	Alta	8 40	12 00		
Brule	Colchester N.S	14 00	16 00		
Brule Shore	Colchester N.S	34 00	16 00		
Brunner	Perth, N.R. O	86 80	40 00		
Brunswick	Durham, E.R. O	37 00	12 00		
Brunelles	Lisgar M	60 62	36 00		
Bryanston	Middlesex, E.R. O	153 68	64 00		
Bryanton	Northumberland N.B	89 90	40 00		
§Bryon Island	Gaspe Q	10 00	10 00		
Bryonville	Chateauguay Q	100 20	20 00		
Buchanan	Renfrew, N.R. O	10 92	12 00		
Buckfield	Shelburne & Queen's N.S	10 63	12 00		
Buck Lake	Addington O	64 94	20 00		
Buckland	Beauharnois Q	114 90	48 00		12 00
Buckley	Victoria N.S	24 00	12 00		6 00
Bulger	Renfrew, N.R. O	56 00	36 00		
Bulger	Victoria, N.R. O	8 00	10 00		
Bulkley	Yale & Cariboo B.C	285 00	100 00		
Bull Moose Hill	King's N.B	6 00	12 00		
Bull's Creek	Carleton N.B	58 00	20 00		
Bullock's Corners	Wentworth, S.R O	94 81	41 94		

* Opened 1-2-00. † Closed 1-20-00. ‡ Credit for new office not yet opened. §Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (Omitted on account of previous years).	Forward Allowances.	Night Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
Bulstrode Station	Arthabaska ..... Q	90 42	40 00	...	...
Bulwer	Compton ..... Q	125 53	50 00	...	...
*Bolyea	..... Assa	5 00	7 00	...	...
Burgessan	Grey, S.R. ..... O	60 93	30 00	...	...
Bungay	Queen's West ... P.E.I	29 50	18 00	...	...
Bunyan	Lanark, W.R. ... O	69 24	24 00	...	...
Burden	York ..... N.B	40 00	20 00	...	...
Burgoyne	Bruce, W.R ... O	195 09	75 00	...	...
Burke	Inverness ..... N.S	8 98	12 00	...	...
Burketon Station	Durham, W.R. ..... O	151 31	84 00	100 00	...
Burk's Corners	Labelle ..... Q	21 50	10 00	...	...
Burleigh	Peterborough, E.R. O	35 11	16 00	...	...
Burleigh Falls	Peterborough, E.R. O	84 34	24 00	...	...
Burlington	Prince East.....P.E.I	30 00	16 00	...	...
Burlington	Kings ..... N.S	45 25	24 00	2 00	...
Burnaby	Haldimand & Monck..O	160 47	18 00	...	...
Burnbank	Marquette ..... M	53 20	16 00	2 00	...
Burnbrae	Northumberland, E.R O	31 00	37 00	2 00	...
Burnhamthorpe	Peel ..... O	112 27	60 00	...	...
Burnley	Northumberland, W.R.O	74 00	36 00	...	...
Burns	Perth, N.R. ..... O	51 98	24 00	...	...
Burnside	Macdonald..... M	155 63	70 00	...	...
Burnside	Pictou. ..... N.S	21 00	12 00	...	...
Burnstown	Renfrew, S.R.....O	108 22	50 00	5 00	...
Burnsville	Gloucester ..... N.B	88 00	30 00	...	...
Burnt Church	Northumberland ... N.B	20 00	12 00	...	...
Burntwood	Hants. ..... N.S	18 00	12 00	...	...
Burnt Lake	..... Alta	110 00	...	...	...
Burnt Land Brook	Victoria ..... N.B	54 98	20 00	...	...
Burnt River	Victoria, N.R.....O	212 34	90 00	...	...
Burnridge	Addington ..... O	51 10	20 00	...	...
Burrell's Siding	Three R's & St. Maurice Q	161 46	10 00	...	...
Burley	Bruce, S.R ..... O	36 00	24 00	...	...
Burney	Durham, E.R. ..... O	20 00	16 00	...	...
Burton	Sunbury & Queen's . N.B	26 00	16 00	...	...
Burton	Prince West. ... P.E.I	36 98	20 00	...	...
Burton	York & Carleton ...B.C.	81 98	40 00	...	...
Burtons Road	Middlesex, S.R. ..... O	76 00	28 00	...	...
Bury's Green	Victoria, N.R ..... O	31 00	12 00	...	...
Bush Glen	Stormont ..... O	19 00	12 00	...	...
Bush	Megantic ..... Q	31 00	16 00	...	...
Butler	Sunbury & Queen's . N.B	5 00	10 00	...	...
Butterfield	Brandon ..... M	68 20	30 00	...	...
Butternut	York, E.R ..... O	125 00	48 00	...	...
Buxton	Kent ..... O	159 50	70 00	...	...
Byng	Haldimand & Monck. O	92 81	30 00	...	...
Byrnedale	Essex, N.R ..... O	8 00	12 00	...	...
Byrne's Road	Kings ..... P.E.I	6 50	12 00	...	...
Byron	Middlesex, S.R ..... O.	144 00	60 00	...	...
CABANO	Temiscouata ..... Q	634 26	120 00	...	...
Cable Head	Kings ..... P.E.I.	...	12 00	...	...
Cable Head West	Kings ..... P.E.I.	9 00	12 00	...	...
Cache Creek	York & Carleton ..B.C.	39 00	24 00	...	...
Cadmus, Sand Point	Essex ..... O	...	...	...	...
Cadmus	Durham, W.R.....O	210 58	100 00	...	...

*Opened 1-12-00. †Discontinued as Post Office 30-6-01 [illegible]

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cadwallader	Yale & Cariboo...B.C		18 00		
Casarea	Durham, W.R...O	67 00	36 00		
Cahore	Stormont...O	15 50	12 00		
Calmount	Assa. East	39 87	24 00	2 00	
Cain's Mountain	Victoria...N.S	17 00	12 00		
Cain's River	Northumberland...,N.B	16 94	12 00		
Cainsville	Wentworth N. & Brant O	198 36	95 00		
Caintown	Leeds, S.R...O	154 09	80 00		
Cairngorm	Middlesex, W.R...O	75 00	30 00		
Cairnside	Chateauguay...Q	71 65	30 00		
Caistor Centre	Wentworth, S.R...O	59 00	24 00		
Calder	Middlesex, S.R...O	21 45	12 00		
Calderwood	Grey, S.R...O	121 00	56 00		
Caldwell	Cardwell...O	29 68	21 00		
Caldwell	Pontiac...Q	95 50	58 00		
Caldwell	Alta	29 20	10 00		
Caldwell's Mills	Lanark, R.N...O	175 68	76 00		
Caledonia	Guysborough...N.S	81 00	30 00		
Caledonia	Queen's East...P.E.I	69 18	30 00	4 00	
Caledonia Mills	Antigonishe...N.S	13 98	12 00		
Caledonia Mines	Cape Breton...N.S	524 53	90 00		
Caledonia Settlement	Albert...N.B	8 00	12 00		
Calf Mountain	Lisgar...M	30 00	40 00		
Calhoun	Westmoreland...N.B	93 00	48 00		
California	Victoria...N.B	7 00	12 00		
Calmar	Alta	55 44	10 00		
Calton	Elgin, E.R...O	79 50	40 00		
Calumet Island	Pontiac...Q	227 53	90 00	5 00	
†Calvert	Middlesex, W.R...O	13 00	4 17		
Calvin	Nipissing...O	38 88	16 00		
Camborne	Northumberland, W.R.O	49 00	28 00		
Cambria	Argenteuil...Q	83 54	36 00		
Cambridge	Sunbury & Queen's...N.B	127 69	50 00	20 00	
Cambridge	Hants...N.S	48 00	24 00		
Cambridge Road	Queen's East...P.E.I	19 00	12 00		
Camden	Colchester...N.S	11 94	12 00		
Cameron	Victoria, N.R...O	95 50	40 00		
Cameron's Mills	Kent...N.B	21 00	12 00		
Cameron Settlement	Guysborough...N.S	20 00	12 00		
Camilla	Cardwell...O	174 10	80 00	6 00	
Camille	Macdonald...M	27 00	20 00		
Campania	Wellington, N.R...O	22 48	12 00		
Campbell	Inverness...N.S	49 00	30 00		10 00
Campbellcroft	Durham, E.R...O	347 80	120 00		
Campbell Mountain	Inverness...N.S	15 00	12 00		
Campbell's Corner	Megantic...Q	72 96	36 00		
Campbell's Cove	Kings...P.E.I	25 00	12 00		
Campbell's Cross	Peel...O	64 00	44 00		
Campbell Settlement	Kings...N.B	9 96	12 00		
Campbell Settlement	York...N.B	23 92	12 00		
Campbellton	Elgin, W.R...O	81 00	28 00		
Campbellville	Lisgar...M	33 50	16 00	6 00	
Camden	Lincoln & Niagara...O	191 88	84 00		*12 00
Camperdown	Grey, E.R...O	89 24	47 00		
Camperdown	Lunenburg...N.S	4 00	10 00		
Canaan	Yarmouth...N.S	9 00	12 00		
Canaan	Kings...N.S	35 94	20 00		
Canaan	Russell...O	54 80	32 00		

*For summer of 1900. †Opened 1-2-'01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office	Electoral District.	Revenue.	Salary [illegible] per annum.	Personal Allowance.	Other Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
Caveau Road	King's N S	17 00	12 00		
Canaan Station	Westmoreland N B	50 00	32 00	10 00	
Canada Creek	King's N S	31 00	20 00		
Canard	Kings N S	147 89	56 00		
Canard River	Essex, N R O	61 90	38 00		
Cardigan	Haldimand & Monck O	195 49	90 00		
Carmichael	Stormont O	126 24	64 00		
Carpenter	Richmond N S	75 00	36 00		6 00
Carrollton	Hastings, E R O	185 10	80 00		
Carsonby	Wentworth N & East O	150 00	42 00		
Carters	Gloucester N B	10 00	12 00		
Carter Cove	Queen's-Westgs. P E I	21 01	12 00		
Carter Lake	Cape Breton N S	12 00	12 00		
Carterton	Compton Q	24 00	16 00		
Carton	Lotbinière Q	14 98	12 00		
Carthey	Wright Q	119 29	50 00	10 00	
Canton	Durham, E.R O	85 00	48 00		
Cascade	Two Mountains Q	14 00	16 00		
Cascup	N.S	27 37	16 00		
Cap à la Baleine	Rimouski Q	16 00	12 00		12 00
Cap à l'Aigle	Charlevoix Q	155 08	85 00		
Cap au Renard	Gaspé Q	4 00	12 00		
Cap Chat	Gaspé Q	272 20	90 00		18 00
Cap des Rosiers	Gaspé Q	10 52	32 00		
Cape Argyle	Richmond N S	17 45	12 00		
Cape Clear	Bruce, N.R O	29 80	16 00		
Cape Croker	Bruce, N.R O	22 75	16 00		
Cape Dauphin	Victoria N S	12 00	12 00		
Cape de Monts Creek	Albert N B	20 00	16 00		
Cape Despair	Gaspé Q	123 50	66 00		6 00
Cape Egmont	Prince East P E I	24 96	12 00		
Cape Enragé	Albert N B	15 98	16 00		
Cape Forchu	Yarmouth N S	11 00	10 00		
Cape George	Antigonishe N S	15 88	16 00		
Cape George Harbour	Richmond N S	9 00	12 00		
Cape Negro	Shelburne & Queen's N S	67 50	32 00	4 00	
Cape Negro Island	Shelburne & Queen's N S	23 50	16 00		
Cape Oak	Gaspé Q	37 50	16 00		
Cape Rich	Grey, E R O	25 00	14 00		
Cape Sable Island	Shelburne & Queen's N S	62 84	24 00		
Cape Sable Island, S. Side	Shelburne & Queen's N S	107 75	50 00		
Cape Scott	Victoria B.C	14 88	20 00		
Cape Spear	Westmoreland N B	20 00	12 00		
Cape Station	Albert N B	20 00	16 00		
Cape Tormentine	Westmoreland N.B	90 75	50 00	2 00	
Cape Wolfe	Prince West P E I	30 00	24 00		
Cap La Roche	Richmond N S	10 00	12 00		
Caplan River	Bonaventure Q	220 55	90 00	2 00	
Cap Magdelaine	Champlain Q	156 92	66 00		
Cap Rouge	Quebec Q	90 00	40 00		
Cap Rouge	Inverness N.S	14 92	10 00		
Cap St. Ignace, Station	Montmagny Q	50 00	54 00		
Cap St. Martin	Laval Q	40 36	20 00	2 00	
Capucins	Rimouski Q	41 45	16 00		4 56
Carbon	Victoria, N R O	11 00	12 00		
Carissa	Kings P E I	9 00	12 00		
Carleton	York, N. S R O	62 80	28 00		
Carmac Gold Mines	Halifax N S	142 25	44 00		

* Summer office opened 1-7 00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cariboo Island	Pictou N.S	11 00	12 00	....	....
Cariboo Islands	Saguenay Q	17 20	16 00	....	....
Cariboo Marsh	Cape Breton N.S	7 98	12 00	....	....
Cariboo River	Pictou N.S	25 00	16 00	....	....
Carievale	Assa. East	394 11	150 00	1 00	....
Carillon	Q	274 85	120 00	10 00	....
Carleton	Prince Edward P.E.I	42 00	20 00	....	....
Carleton	Yarmouth N.S	107 90	44 00	2 00	....
Carleton Village	Shelburne & Queen's N.S	23 33	10 00	....	....
Carleton West	Bonaventure Q	179 18	60 00	....	....
Carling	Muskoka & Parry Sd. O	13 98	12 00	....	....
Carlingford	Victoria N.B	17 50	12 00	....	....
Carlingville	Marquette M	272 79	24 00	....	....
Carlisle	Wentworth, S.R. O	146 19	73 00	....	....
Carlisle	Carleton N.B	29 00	16 00	....	....
Carlow	Huron, W.R. O	105 00	47 00	....	....
Carlow	Carleton N.B	59 94	24 00	....	....
Carlowrie	Provencher M	30 29	16 00	....	....
Carlton	Sask	62 96	20 00	....	....
Carluke	Wentworth N. & Brant O	91 00	50 00	....	....
Carlyon	Simcoe, E.R. O	13 00	12 00	....	....
Carnanville	Addington O	17 00	12 00	....	....
Carnel	Drummond Q	168 46	76 00	2 00	....
Carmannock	Perth, N.R. O	26 50	14 00	....	....
Carnarvon	Victoria, N.R. O	134 36	60 00	....	....
Carnoustie	Assa. East	26 60	16 00	....	....
Caron	Assa. West	125 16	50 00	....	....
Caron Brook	Victoria N.B	20 48	16 00	2 00	....
Carpenter	Sunbury & Queens N.B	26 00	16 00	....	....
Carrdlls Corners	Halifax N.S	16 60	12 00	....	....
Carrel's Crossing	Northumberland N.B	37 00	16 00	....	....
Carroll	Brandon M	147 00	90 00	....	....
Carr's Brook	Colchester N.S	47 98	30 00	....	10 00
Carrville	York, W.R. O	50 76	30 00	....	....
Carson	Yale & Cariboo B.C	44 44	40 00	....	....
Carsonby	Carleton O	78 84	36 00	....	....
Carsonville	Kings N.B	12 00	12 00	....	....
Carstairs	Alta	203 16	8 33	....	....
Carswell	Renfrew, S.R. O	49 00	28 00	....	....
Carthage	Perth, N.R. O	83 10	50 00	....	....
Carter's Point	Kings N.B	14 96	16 00	....	....
Carterton	Algoma O	44 93	16 00	....	....
Cartier	Beauharnois Q	10 00	12 00	....	....
Cartierville	Jacques Cartier Q	47 00	20 00	....	....
Cascault	Montmagny Q	8 00	12 00	....	....
Cascades	Wright Q	85 00	30 00	....	....
Cascades Point	Soulanges Q	218 66	132 00	....	....
Casebel	York, E.R. O	76 60	38 00	....	....
Casham's Glen	Glengarry O		16 00	....	....
Cashmere	Middlesex, W.R. O	32 50	33 00	....	....
Cashtown	Simcoe, N.R. O	35 00	24 00	....	....
Cass Bridge	Dundas O	75 06	56 00	....	....
Cassburn	Prescott O	29 16	24 00	....	....
Cassel	Oxford, N.R. O	121 50	68 00	....	....
Cassells	Northumberland N.B	21 92	12 00	....	....
Casselville	Stormont O	28 75	16 00	....	....
Cassidy	Charlotte N.B	56 92	28 00	....	....
Castalia	Renfrew, N.R. O	10 00	12 00	....	....

*Opened 1-9-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Castleavery	Marquette M	19 68	20 00		
Castleton	Arthabaska Q	173 00	48 00		
Castleberg	Carleton O	95 00	45 00		
Castleton	Renfrew, S. R. O	82 92	44 00		
Castleton Station	Renfrew, S. R. O	89 50	50 00	12 00	
Castlemore	Peel O	55 86	24 00		
Castlereagh	Colchester N.S	9 50	12 00		
Catalone	Cape Breton N.S	27 00	20 00	8 00	
Catalone Gut	Cape Breton N.S	9 00	7 53		
Catalone Road	Cape Breton N.S	4 00	12 00		
Cataract	Carleton O	107 66	40 00		
Cataraqui	Frontenac O	178 90	80 00		
Cathcart	Oxford, S.R. O	112 15	60 00		
Caughnawaga	Chateauguay Q	336 30	132 00		
Causapscal	Rimouski Q	562 02	200 00		
Cavan	Durham, E.R. O	195 50	64 00		
Cavendish	Queen's West P.E.I	65 00	28 00		
Cavignac	Bagot Q	66 25	30 00		
Cawood	Pontiac Q	19 20	12 00		
Cavendish	Huntingdon Q	204 00	80 00		
Ceeda	Muskoka & Parry Sd. O	18 00	16 00		
Ceed	Sask	35 08	24 00	2 00	
Cedar	Vancouver B.C	9 96	20 00		
Cedar Camp	Kings N.B	4 00	10 00		
Cedar Cove	Barrard B.C	179 74	20 00		
Cedar Grove	York, E.R O	104 20	50 00		
Cedar Hall	Rimouski Q	16 50	7 50		
Cedar Hill	Lunark, N.R O	41 00	16 00		
Cedar Lake	Digby N.S	22 98	12 00		
Cedar Mills	Cardwell O	11 88	12 00		
Cedar Springs	Kent O	230 47	102 00		
Cedarville	Grey, E.R O	123 56	56 00		
Centennial	Inverness N.S	14 98	12 00		
Centre Angus	Yarmouth N.S	90 50	36 00		
Central Bedeque	Prince East P.E.I	106 00	48 00		
Central Bloomfield	Sunbury & Queen's N.B	25 95	12 00		
Central Canonsedge	Sunbury & Queen's N.B	18 00	16 00		
Central Chebogue	Yarmouth N.S	13 88	14 00		
Central Clarence	Annapolis N.S	25 00	24 00		
Centre Grove	Digby N.S	32 75	16 00		
Centre Hampstead	Sunbury & Queen's N.B	121 00	52 00	4 00	
Central Hayesville	York N.B	15 00	12 00		
Central Keswick Ridge	York N.B	12 00	12 00		
Centre Kingsclear	York N.B	12 00	12 00		
Central New Annan	Colchester N.S	19 15	12 00		
Central Norton	Kings N.B	24 00	12 00		
Centre Onslow	Colchester N.S	50 47	18 00		
Central Waterville	York N.B	18 00	16 00		
Central Wood Harbour	Sunbury & Queen's N.S	99 00	24 00		
Centre Acadia	Kent N.B	11 94	12 00		
Centre Argyle	Yarmouth, S.R. O	11 96	12 00		
Centreville	Perth N.S	14 48	12 00		
Centre Hampton	Kings N.B	16 48	12 00		
Centreton	Northumberland, W.R. O	156 90	70 00		
Centreville	Kings N.B	6 00	12 00		
Centre Village	Westmorland N.B	11 00	12 00		
Centreville	Kings N.S	271 78	96 00		
Centreville	Digby N.S	149 34	84 00		

* Closed 16 11.00; reopened 1 4.01. Opened 1 5.00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Centreville East	Inverness.....N.S	29 00	12 00		
Chaffey's Locks	Leeds, S.R.....O	17 00	12 00		
Chambers	Lennox.....O	26 05	16 00		
Chambers Settlement	King's.....N.B	8 00	12 00		
Chamberlain	Victoria.....N.B	10 00	12 00		
Chamberlain	Charlevoix.....Q	216 10	96 00		
Chambord Junction	Charlevoix.....Q	115 96	36 00		
Champagne	Quebec.....Q	143 35	54 00		
Chance Harbour	St. John.....N.B	28 96	12 00		
Chance Harbour	Pictou.....N.S	18 25	12 00		
Charlos	Peterborough, E.R.....O	8 96	16 00		
Charnaw	Brome.....Q	55 08	16 00		
Charnell	Brome.....Q	38 00	32 00		
Chantelle	Montcalm.....Q	8 00	12 00		
Chantler	Lincoln & Niagara.....O	90 00	28 00		
Chantry	Leeds, S.R.....O	172 24	80 00		
Charbeau Station	Quebec	*7 00			
Chaplin	Halifax.....N.S	17 00	12 00		
Chapman	Hastings, E.R.....O	45 86	26 00		
Charlton	Westmoreland.....N.B	45 94	20 00		
Chapman Settlement	Cumberland.....N.S	14 94	12 00		
Chard	Prescott.....O	30 00	20 00		
Charlebois	Dundas, E.R.....O	50 00	20 00		
Charlemagne	L'Assomption.....Q	213 54	90 00		12 00
Charlemont	Berthier.....Q	65 50	24 00		
Charlesbourg	Quebec.....Q	252 81	90 00		
Charlesbourg West	Quebec.....Q	82 00	24 00		
Charleston	Leeds, S.R.....O	72 50	24 00		
Charleston	Carleton.....N.B	4 96	10 00		
Charleville	Grenville, S.R.....O	15 00	12 00		
Charlos Cove	Guysborough.....N.S	40 00	24 00		
Charlo Station	Restigouche.....N.B	189 00	80 00	4 00	
Charlottetown	King's.....P.E.I	11 00	12 00		
Charrington	Compton.....Q	6 00	12 00		
Chartierville	Pontiac.....Q	46 00	20 00	6 00	
Chartersville	Westmoreland.....N.B	5 00	12 00		
Chartierville	Compton.....Q	142 52	60 00		
Chartrand	Rouville.....O	25 50	7 50		
Chartrand	Argenteuil.....Q	16 00	16 00		
Chatelaine	Chateauguay.....Q	213 00	88 00		
Chateauguay Basin	Chateauguay.....Q	165 75	76 00		
Chatham Rectory	Missisquoi.....Q	155 60	67 00		
Chatel	Rimouski.....M	118 92	56 00		
Chatelton	Yamaska.....Q	52 60	24 00		
Chatterton	Hastings, W.R.....O	36 00	24 00		
Chaudiere Basin	Levis.....Q	49 50	30 00		
Chaudiere Curve	Levis.....Q	205 00	84 00		
Chaudiere Mills	Levis.....Q	127 12	54 00		
Chaudiere Station	Levis.....Q	68 50	24 00		
Chaumont	Lotbiniere.....Q	38 40	20 00		
Chemainus	New Westminster.....B.C		24 00	20 00	
Chebogue Point	Yarmouth.....N.S		20 00	16 00	
Cheddar	Peterborough, E.R.....O		21 02	20 00	
Cheddar	Wentworth, S.R.....O		7 00	30 00	
Chegoggin	Yarmouth.....N.S		114 60	16 00	
Cheltenham	Northumberland.....N.B		80 96	20 00	
Chemong	Lennox.....O		26 86	16 00	2 00
Chelsea	Prince East.....P.E.I		22 00	12 00	

†Opened 1-10-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Increased Allowances.	New Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
Chemical Road	Albert N.B	13 00	12 00		
Cherry Tree	Digby N.S	102 50	36 00		
Cherry	Peterborough, E.R O	10 80	10 00		
Cherry	Muskoka & Parry Sd. O	8 00	16 00		
Cherry Settlement	Kings N.B	7 00	12 00		
Cherry Station	Russell O	44 96	16 00		
Cherrytown	Kings P.E.I	8 18	12 00		
Chesterton	Bruce, E.R. O	189 29	76 00		
Cherryfield	Lunenburg N.S	22 44	12 00	2 00	
*Cherryfield	Westmoreland N.B	8 67	6 67		
Cherry Grove	Kings P.E.I	14 25	12 00		
Cherry Grove	Middlesex, E.R O	22 96	20 00		
Cherry Hill	Lunenburg N.S	31 91	12 00		
Cherry River	Sherbrooke O	29 00	20 00		
Cherry Vale	Sunbury & Queens N.B	12 00	12 00		
Cherry Valley	Prince Edward O	210 90	80 00		
Cherry Valley	Queen's East P.E.I	55 00	28 00	4 00	
Cherrywood	Ontario, W.R O	74 80	40 00		
Chester	Carleton N.B	15 00	12 00		
Chesterfield	Wentworth N. & Brant O	288 34	112 00		
Chester Grant	Lunenburg N.S	10 00	10 00		
Chester Road	Antigonish N.S	12 00	20 00		
Chesterhall	Inverness N.S	15 00	10 00		
Chesterton	Essex, N.R. O	87 94	76 00		
Chesterville	Hants N.S	273 00	100 00	10 00	
Chesterville	Prescott O	85 80	36 00		
Chesterville	Assa. East	207 49	100 00		
Chesuncook	Berthier Q	172 56	64 00		
Chetgamette	Cumberland N.S	20 96	16 00		
Chéticamp	Yale & Cariboo B.C	104 50	54 00		
Chetmacy Corner	Inverness N.S	7 56	12 00		
Chetto Point	Queen's East P.E.I	8 98	12 00		
Chetpoint's Brook	Kings N.S	22 94	18 00		
Chetpoint's Corners	Kings N.S	20 00	16 00		
Chetpoint Hill	Bruce, N.R O	71 50	28 00		
Chetpoint	Huron, S.R O	60 39	36 00		
Chetsville	Prince Edward O	46 50	24 00		
Chetwood	Norfolk O	7 16	12 00		
Chetwynd	Grey O	82 06	20 00		
Chevrier	Provencher M	76 76	38 00		
Chevrolet Island	Simcoe, E.R O	29 08	16 00		
Chewsville	Argenteuil Q	12 00	10 00		
Chicora	Middlesex, S.R O	54 80	28 00		
Chicora Lake	Lennox, S.R O	23 98	16 00		
Chief	Marquette M	16 00	16 00		
Chiefswood	Assa. East	387 45	100 00	14 00	
Chiefton	Simcoe, S.R O	310 88	125 00		
Chiefton Hill	Albert N.B	20 00	16 00		
Chiefton	Prince East P.E.I	9 60	6 67		
Chiefton Quay	Sunbury & Queens N.B	34 98	12 00		
Chiefton Point	Northumberland N.B	131 43	50 00		
Chiefton Street	Kings N.S	36 98	70 00		
Chiefwood	Peel O	62 88	30 00		
Chiefwood	Pictou N.S	15 50	16 00	2 00	
Chelsea Bloodgate	Prescott O	200 77	84 00		
Chelsea View	Carleton O	49 52	24 00		
Chelsea	Elgin, W.R O	124 72	60 00		
Clair	Victoria N.B	149 63	50 00		

*Credit for new office not yet opened. †Opened 1 11 00

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Clairvaux de Bagot	Bagot, Q	71 00	32 00		
Clairvaux de Charlevoix	Charlevoix, Q	20 00	16 00		
Clam Harbour	Halifax, N.S	34 00	18 00		
†Clam Point	Shelburne & Queen's, N.S	7 00	6 85		
Clanbrassil	Haldimand & Monck, O	132 00	50 00		
Clandeboye	Selkirk, M	28 00	24 00		
Clarrisgrde	Peterborough, E.R, O	13 98	16 00		
Clan William	Marquette, M	26 85	18 00		
Clapham	Megantic, Q	32 98	24 00	2 00	
Clappison's Corners	Wentworth, S.R, O	7 00	16 00		
†Clare	Assa. East	74 04	36 00	0 84	
Claremont	Cumberland, N.S	12 98	12 00		
Clarendon	Charlotte, N.B	23 96	12 00		
Clarendon Station	Addington, O	163 93	50 00		
Clarendon Station	Sunbury & Queen's, N.B	45 00	24 00		
Clareview	Addington, O	13 00	12 00		
Clarina	Peterborough, E.R, O	34 95	20 00		
Clark Avenue	Glengarry, O	17 81	12 00		
Clarkleigh	Selkirk, M	33 00	24 00	20 00	
Clark's Corners	Sunbury & Queen's, N.B	12 98	12 00		
Clark's Road	Cape Breton, N.S	10 00	10 00		
Clarkson	†Peel, O	211 66	66 00		
Clarktown	Queen's East, P.E.I	22 94	12 00		
Clarkstown	Russell, O	30 75	6 67		
Claude	Peel, O	97 14	58 00		
Clavethouse	Inverness, N.S	11 50	12 00		
Clavering	Grey, N.R, O	153 74	60 00		
Claxton	Burrard, B.C	88 00	32 00		
Clay Bank	Renfrew, S.R, O	24 98	16 00		
Clayton	New Westminster, B.C	116 92	56 00		
Clear Creek	Norfolk, S.R, O	191 57	92 00	2 50	
Clear Lake	Ontario, N.R, O	55 50	28 00		
Clear Springs	King's, P.E.I	6 00	12 00		
Clear Springs	Provencher, M	19 82	24 00		
Clear View	Carleton, N.B	69 00	20 00		
Clement	Wright, Q	24 00	16 00		
Clementsvale	Annapolis, N.S	165 00	80 00		
Clermont	Prince East, P.E.I	15 00	12 00		
Cleveland's	Kings, N.B	6 00	12 00		
Clifton	Gloucester, N.B	59 94	30 00	2 00	
Clifton	Colchester, N.S	22 14	16 00		
Clinch's Mills	St. John, N.B	134 50	60 00	4 00	
Clinton	Queen's West, P.E.I	30 00	20 00		
Clones	Sunbury & Queen's, N.B	21 98	12 00		
Clontarf	Renfrew, S.R, O	30 00	20 00		
Cloudsley	Algoma, O	2 00	20 00		
Clover Bar	Alta	91 24	36 00		
Cloverdale	Colchester, N.S	9 32	10 00		
*Cloverdale, East	Carleton, N.B	12 17	6 67		
Cloverdale	Carleton, N.B	19 00	12 00		
Clover Hill	Kings, N.B	52 00	24 00		
Clover Valley	Bruce, W.R, O	20 00	10 00		
Clover Valley	New Westminster, B.C	24 00	24 00		
Cloverville	Antigonishe, N.S	3 00	10 00		
Clowder	Assa. East	34 85	16 00		
Clyde	Wentworth, N. & Brant, O	89 00	40 00		
Clyde River	Queen's West, P.E.I	32 50	20 00		
Clyde's Corners	Huntingdon, Q	61 90	16 00		

† Opened 25-10-00. ‡ Closed 1-4-01. * Opened 1-11-00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Clydesdale	Peterborough, E.R. O	40 19	16 00	.....	.....
Clyde Station	Queen's West P.E.I	8 50	12 00	.....	.....
Coal Branch Station	Kent N.B	100 00	50 00	.....	.....
Coal Creek	Sunbury & Queen's N.B	68 05	24 00	4 00	.....
Coal Fields	Assa. East	275 29	84 00	.....	11 43
Coal Mines	Sunbury & Queen's N.B	12 00	12 00	.....	.....
Coates Mills	Kent N.B	30 00	20 00	.....	.....
Cobble Hill	Middlesex, E.R. O	18 50	16 00	.....	.....
Cobble Hill	Vancouver B.C	201 10	92 00	.....	.....
Cocagne Cape	Kent N.B	9 00	12 00	.....	.....
Cochrane's Lake	Cape Breton N.S	6 98	12 00	.....	.....
Cockburn Island	Algoma O	154 45	56 00	.....	.....
Coddle's Harbour	Guysborough N.S	8 98	12 00	.....	.....
Codrington	Northumberland, E.R. O	236 06	80 00	.....	.....
Cody	Yale & Cariboo B.C	175 00	116 00	.....	.....
Cody Settlement	Inverness N.S	*6 00	.....	.....	.....
Coffey's Corners	Huntingdon Q	25 00	32 00	.....	.....
Cofinsnett	Shelburne & Queen's N.S	20 00	12 00	.....	.....
Cogmagun River	Hants N.S	14 00	12 00	.....	.....
Colbeck	Wellington, N.R. O	115 87	50 00	.....	.....
Colchester	Essex, S.R. O	85 96	44 00	.....	.....
Cold Brook	St. John N.B	29 00	16 00	.....	.....
Cold Springs	Selkirk M	15 18	12 00	.....	.....
Cold Springs	Northumberland, W.R. O	126 67	52 00	.....	.....
Coldstream	Middlesex, S.R. O	140 62	70 00	.....	.....
Coldstream	Colchester N.S	14 02	12 00	.....	.....
Coldstream, East	Carleton N.B	6 00	12 00	.....	.....
Colebrook	Addington O	206 62	90 00	.....	.....
Cole Harbour	Guysborough N.S	62 16	30 00	.....	.....
Cole Harbour Road	Halifax N.S	8 00	10 00	.....	.....
Cole Lake	Addington O	58 50	24 00	.....	.....
Coleman	Prince West P.E.I	230 02	140 00	20 00	.....
Colinet	Quy. E.R Q	15 00	16 00	.....	.....
Colebrook	Peel O	53 13	24 00	.....	.....
Coleraine Station	Megantic Q	264 64	130 00	6 00	.....
Cole's Island	Sunbury & Queen's N.B	88 74	48 00	4 00	.....
Colgan	Simcoe, S.R. O	176 00	30 00	.....	.....
Colinville	Lambton, W.R. O	52 64	28 00	.....	.....
College Bridge	Westmoreland N.B	165 51	85 00	.....	.....
College Grant	Antigonish N.S	12 00	12 00	.....	.....
College ville	Antigonish N.S	12 00	12 00	.....	.....
Colles	Alta	28 00	24 00	.....	.....
Collette	Northumberland N.B	10 00	6 67	.....	.....
Collicutt	Perth O	10 00	20 00	.....	.....
Collingwood Corner	Cumberland N.S	165 35	76 00	10 00	.....
Collins Inlet	Nipissing O	130 02	100 00	.....	.....
Colpitts	Dorch Q	48 88	24 00	.....	.....
Colpoys	Simcoe, S.R. O	22 50	16 00	.....	.....
Colwell	Victoria N.B	80 48	50 00	.....	.....
Comiskey	Yale & Cariboo B.C	288 50	82 50	.....	.....
Comeau's Hill	Yarmouth N.S	14 50	12 00	.....	.....
Comeauville	Digby N.S	70 50	30 00	.....	.....
Comet	Essex, S.R. O	30 50	20 00	.....	.....
Comin's Mills	Compton Q	18 00	12 00	.....	.....
Commanda	Muskoka & Parry Sd. O	113 00	80 00	5 00	.....
Commercial Cross	Kings P.E.I	38 50	18 00	.....	.....
Commissioners St	Montreal Q	50 00	.....	.....	.....
Comox	Victoria B.C	175 61	88 00	.....	.....

* Credit for new office not yet opened. † Open 4 1/2 hours.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Compton Station	Compton ..... Q	170 35	90 00	.....	.....
Conboyville	Brant, S.R..... O	25 00	16 00	.....	.....
Concession	Digby.....N.S	53 89	20 00	.....	.....
Concord	Pictou.....N.S	9 00	12 00	.....	.....
Concord	York, W.R..... O	115 10	52 00	.....	.....
Condie	Assa. West	62 70	30 00	.....	.....
Condon Settlement	King's.....N.S	3 00	10 00	.....	.....
Connaghty	Wellington, S.R.....O	20 51	12 00	.....	.....
Conjuring Creek	Alta	46 00	10 00	.....	.....
Conn	Wellington, N.R.....O	300 00	132 00	.....	.....
Connaught	Dundas.....O	17 00	16 00	.....	.....
Connell	Carleton.....N.B	33 00	16 00	.....	.....
Connor	Cardwell.....O	154 00	66 00	.....	.....
Connor	Victoria.....N.B	96 16	50 00	.....	.....
Conn's Mills	Cumberland.....N.S	62 42	24 00	.....	.....
†Conover	Grey, E.R.....O	33 00	7 00	.....	.....
Conquerall Banks	Lunenburg.....N.S	38 00	20 00	2 00	.....
Conquerall Mills	Lunenburg.....N.S	13 50	12 00	.....	.....
Conroy	Perth, S.R.....O	11 00	12 00	.....	.....
Constance	Huron, S.R.....O	147 93	90 00	.....	.....
Contrecoeur	Chambly & Vercheres..Q	204 89	100 00	.....	.....
Conway	Lennox.....O	95 50	60 00	.....	.....
Conway Station	Prince West.....P.E.I	96 14	40 00	.....	.....
Coocoocache	Champlain.....Q	11 00	12 00	.....	.....
Cook's Brook	Halifax.....N.S	46 20	25 00	.....	.....
Cook's Cove	Guysborough.....N.S	29 87	12 00	.....	.....
Cook's Creek	Selkirk.....M	104 56	50 00	.....	.....
Cookville	Westmoreland.....N.B	15 00	12 00	.....	.....
Cooper	Hastings, N.R.....O	76 25	32 00	3 00	.....
Cooper's Falls	Ontario, N.R.....O	77 10	50 00	4 00	.....
Copenhagen	Ekam, E.R.....O	57 91	28 00	.....	.....
Cope's Falls	Peterborough, E.R....O	16 64	10 00	.....	.....
Copetown	Wentworth, N. & Brant.O	311 92	180 00	.....	.....
Copleston	Lambton, E.R.....O	245 99	76 00	.....	.....
Copley	Brandon.....M	27 50	10 00	.....	.....
Copperfield	Megantic.....Q	32 00	18 00	.....	.....
Copper Lake	Antigonishe.....N.S	17 00	12 00	.....	.....
Coquitlam	New Westminster ...B.C	206 50	70 00	.....	.....
Corbeau	Digby.....N.S	11 00	12 00	.....	.....
Corbett	Middlesex, N.R.....O	60 00	36 00	.....	.....
Corbetton	Grey, E.R.....O	250 95	110 00	.....	.....
Corbin	Huntingdon.....Q	46 00	24 00	4 00	.....
Corbyville	Hastings, E.R.....O	146 00	50 00	.....	.....
Cordova	Marquette.....M	36 62	22 00	.....	.....
Cork Station	York.....N.B	21 00	16 00	.....	.....
Corliss	Stanstead.....Q	66 00	30 00	.....	.....
Cormac	Renfrew, S.R.....O	31 00	16 00	.....	.....
Cormier's Cove	Westmoreland.....N.B	11 00	12 00	.....	.....
Cormier Village	Westmoreland.....N.B	11 74	12 00	.....	.....
Cornerville	Kent.....N.B	12 00	12 00	.....	.....
Cornell	Oxford, S.R.....O	165 50	80 00	.....	.....
Corner of the Beach	Gaspe.....Q	78 75	30 00	.....	12 00
Corn Hill	Kings.....N.B	47 88	24 00	.....	.....
Corn Hill East	Kings.....N.B	6 00	10 00	.....	.....
Cornwall	Queen's West.....P.E.I	51 02	24 00	.....	.....
Cornwall Centre	Cornwall.....O	31 00	16 00	.....	.....
Corraville	King's.....P.E.I	14 98	12 00	.....	.....
Corrs	Richmond & Wolfe....Q	32 25	20 00	.....	.....

† Opened 20 10-00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary based on revenue of previous years.	Forward Allowances.	Night Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
Corson's Siding	Victoria, N.R.	197 25	130 00	22 00	.....
Corwhin	Wellington, S.R.	58 00	24 00	.....	.....
Costigan	Victoria	12 00	12 00	.....	.....
Cote	Assa. East	24 00	20 00	.....	.....
Cotean	Assa. East	82 66	20 00	.....	.....
Cotean Station	Soulanges	260 70	140 00	.....	.....
Cote des Neiges	Jacques Cartier	65 89	76 00	.....	.....
Cote des Neiges West	Jacques Cartier	44 85	20 00	.....	.....
Cote's Mills	Richmond & Wolfe	11 20	12 00	.....	.....
Cote Rouge	Two Mountains	31 44	16 00	.....	.....
Cote St. Emmanuel	Soulanges	60 00	24 00	.....	.....
Cote St. Leonard	Laval	9 00	12 00	.....	.....
Cote St. Louis	Maisonneuve	.....	66 00	6 00	.....
Cote St. Michel	Laval	25 51	20 00	.....	.....
Cote St. Pierre	Labelle	71 86	28 00	.....	.....
Cote St. Vincent	Two Mountains	27 00	16 00	.....	.....
Cote Visitation	Maisonneuve	55 50	28 00	.....	.....
Cotham	Assa. East	19 10	20 00	.....	.....
Cotswold	Wellington, N.R.	72 00	24 00	3 00	.....
Cottesloe	Peterborough, E.R.	12 90	16 00	.....	.....
Cottonwood	Assa. West	39 66	20 00	.....	.....
Cottonwood	Yale & Cariboo	103 20	36 00	.....	.....
Coughlan	Northumberland	9 00	12 00	.....	.....
Coulee	Assa. West	73 62	24 00	.....	.....
Coulombe	Dorchester	52 00	28 00	.....	.....
Coulson	Simcoe, E.R.	67 00	30 00	.....	.....
Coultervale	Brandon	46 00	20 00	.....	.....
Country Harbour Mines	Guysborough	60 80	42 00	.....	36 00
Courtice	Durham, W.R.	100 92	40 00	.....	.....
Cousineau	Wright	16 00	12 00	.....	.....
Coutts	Alta.	109 47	48 00	.....	9 24
Cowhead Road	Queen's East	5 00	12 00	.....	.....
Coventry	Cardwell	32 00	20 00	.....	.....
Coverdale	Albert	17 00	12 00	.....	.....
*Cove Road	Cumberland	63 50	5 00	.....	.....
Covey Hill	Huntingdon	39 00	24 00	.....	.....
Cowal	Elgin, W.R.	71 00	32 00	.....	.....
Cowan's	Huntingdon	13 00	12 00	.....	.....
Cow Bay	Halifax	21 00	12 00	.....	.....
†Cowichan	Vancouver	21 30	16 00	.....	.....
Cowichan Lake	Vancouver	74 11	32 00	.....	.....
Cowichan Station	Vancouver	118 84	76 00	.....	.....
Cowley	Alta.	183 60	10 00	.....	.....
Cowley	Sask.	23 14	12 00	.....	.....
Coxheath	Cape Breton	11 98	12 00	.....	.....
Cove Point	Sunbury & Queen's	17 96	12 00	.....	.....
Cowichan	Yale & Cariboo	95 38	24 00	.....	.....
Craig's Lea	Simcoe, E.R.	54 12	24 00	.....	.....
Craigvale	Grey, E.R.	59 00	32 00	.....	.....
Craigmore	Inverness	5 50	12 00	.....	6 00
Craigmillar	Wellington, C.R.	28 86	16 00	.....	.....
Craig's Road Station	Leeds	87 00	48 00	12 00	.....
Craigvale	Simcoe, S.R.	171 40	72 00	.....	.....
Crandall	Middlesex, E.R.	83 00	24 00	.....	.....
Cranberry	Megantic	38 48	20 00	.....	.....
Cranberry	Dorchester	54 72	20 00	36 00	.....
Crane Lake	Assa. West	153 57	[illegible]	.....	.....
Cranston	Haldimand & Monck	9 88	24 00	.....	.....

*Special for summer 1900. †Opened 1.1.01. ‡Closed 1.1.00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Cranton Section	Inverness N.S	21 94	12 00		
Cranworth	Leeds, S.R. O	10 96	12 00		
Crapaud	Prince East P.E.I	185 90	76 00	4 00	
Crathie	Middlesex, W.R. O	17 00	12 00		
Craven	Assa. West	42 00	20 00	8 00	
Crawford	Grey, S.R. O	28 00	24 00		
Credit Forks	Cardwell O	120 25	50 00		
Crediton East	Middlesex, N.R. O	50 00	16 00		
Creeford	Marquette M	42 18	20 00		
Creek Bank	Wellington, C.R. O	56 96	26 00		
Cresmorne	Pontiac Q	21 00	12 00		
Creighton	Simcoe, E.R. O	57 00	28 00		
Creighton Valley	Yale & Cariboo B.C.	19 80	20 00		
Cregnish Rear	Inverness N.S	5 00	12 00		
Crescent Lake	Assa. East	9 98	20 00		
Cresswell	Victoria, S.R. O	99 20	58 00		
Cressy	Prince Edward O	43 91	24 00		
Creston	Yale & Cariboo B.C	39 00	68 00		
Crewe	Marquette M	42 20	16 00		
Crewe	Huron, W.R. O	20 00	12 00		
Crewson's Corners	Wellington, S.R. O	37 00	16 00		
Crieff	Wellington, S.R O	21 56	16 00		
Crinan	Elgin, W.R. O	41 00	35 00		
Croft	Antigonishe N.S	3 00	9 63		
Crofton	Prince Edward O	37 82	16 00		
Cromar	Lambton, W.R. O	55 45	10 00		
Cromarty	Perth, S.R. O	191 28	90 00		
Cromwell	Selkirk M	13 34	12 00		
Crookston	Hastings, N.R. O	171 96	110 00		
Crossbury	Compton Q	57 00	16 00		
Crosshill	Waterloo, N.R. O	99 00	48 00		
Cross Lake	Nipissing O	13 94	10 00		
Crossland	Simcoe, N.R. O	56 90	20 00		
Crosspoint	Bonaventure Q	61 00	34 00	16 00	
Cross Roads, Country Harbour	Guysborough N.S.	229 00			
Cross Roads, Leatches Creek	Cape Breton N.S	91 00	40 00	8 00	
Cross Roads, Mid. Melford	Guysborough N.S	27 24	20 00		
Cross Roads, Ohio	Antigonishe N.S	29 80	22 00		
Cross Roads, St. George's Channel	Richmond N.S	18 00	12 00		16 00
Croston	Portneuf O	88 90	24 00		
Crowe Town	Lunenburg N.S	15 00	12 00		
Crowell	Shelburne & Queen's N.S	85 00	50 00		
Crowe's Mills	Colchester N.S	5 00	12 00		
Crow Lake	Addington O	11 00	12 00		
Crowland	Welland O	45 00	27 00		
Crown Hill	Simcoe, E.R. O	70 00	45 00		
Crow's Nest	Guysborough N.S	21 50	10 00		
Crow's Nest	Yale & Cariboo B.C	76 85	18 00		
Crowstand	Assa. East	11 70	30 00		
Croydon	Addington O	52 40	36 00		
Cruickshank	Grey, N.R. O	16 00	16 00		
Cruikin	Middlesex, E.R. O	76 38	36 00		
§Crystal Beach	Welland O	66 00	32 00		
Crystal Falls	Argenteuil Q	12 00	12 00		
Cuddell	Dorchester Q	30 00	30 00		
Culhoun	Norfolk, N.R. O	124 00	77 00		
Culpeck	Inverness N.S	15 00	12 00		
Cullton	Renfrew, S.R O	17 00	24 00		

Closed 1904.01. *Opened 1st quarter 1900.01. §Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary Collected or accounts of previous year.	Estimated Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Colross	Lisgar, M	67 64	28 00		
Coltas	Norfolk, S. R., O	120 00	85 00		
Cumberland Bay	Sunbury & Queen's..N.B	120 86	44 00	6 00	
Cumberland House	Sask	43 20	27 00		
Cumberland Mills	Beauce, Q	56 16	28 00		
Cumberland Point	Sunbury & Queen's, N.B	14 90	12 00	3 00	
Cummings Bridge	Russell, O	557 50	80 00		
Cummings' Cove	Charlotte, N.B	12 00	12 00		
Cumnock	Wellington, C.R., O	51 00	32 00		
Curran	Prescott, O	273 19	120 00		
Currie's Crossing	Oxford, S.R., O	90 30	32 00		
Curry Hill	Glengarry, O	9 98	16 00		
Curryville	Albert, N.B	53 00	20 00		
Cuthbertdell	Frontenac, O	20 00	16 00		
Cushing	Argenteuil, Q	171 00	70 00	32 00	
Cyntra	Queen's East, P.E.I	24 00	12 00		
Dablon	Cheoutimi, Q	148 98	60 00		
Dacre	Renfrew, S.R., O	217 84	76 00	2 00	
Daglen	Victoria, N.B	5 00	10 00		
Dale	King, N.S	16 00	10 00		
Daleshore	Assa East	34 70	16 00		
Dalesville	Argenteuil, Q	166 00	80 00	8 00	
Dalhousie East	Kings, N.S	41 00	20 00		
Dalhousie Junction	Restigouche, N.B	75 00	44 00		
Dalhousie Mills	Glengarry, O	76 00	42 00		
Dalhousie Road	Lunenburg, N.S	58 40	20 00	2 00	
Dalhousie Settlement	Pictou, N.S	24 20	12 00		6 00
Dalhousie Station	Saguenay, Q	218 90	100 00		
Dalhousie West	Annapolis, N.S	25 92	12 00		
Dalhousie	Ramsay, O	51 68	20 00		12 00
Dalhousie	Glengarry, O	102 75	80 00		
Dalkeith	Stormont, O	30 00	16 00		
Dalkeyth	Russell, O	82 00	50 00		
Dalkeyth	Victoria, N.B, O	39 94	28 00	2 00	
Dalkeith	Saguenay, N.B, O	104 64	64 00		
Dalle	Dundas, M	7 00	12 00		
Dalmeny	Wellington, N.B, O	90 00	40 00		
Dalmouse	Kings, N.B	2 50	10 00		
Dalmuir	Dunmore, O	84 44	50 00	8 00	
Dalmuir Lake	Pontiac, Q	57 72	32 00	2 00	
Dalrath	York, E.R, O	14 84	16 00		
Dalse	Sunbury & Queen's, N.B	31 00	20 00		
Dalsetter	Russell, O	10 00	16 00		
Dalsie	Russell, O	118 88	40 00		
Dalsie	Digby, N.S	10 98	10 00		
Dalsie	Muskoka, M	8 97	10 00		
D'Alton	Dundas, O	35 50	50 00		
Dalton	Lanark, S.R, O	5 00	12 00		
Dalvegland	Lisgar, M	110 00	5 00		
Dalvey Lake	Yarmouth, N.S	20 00	10 00		
*Dalvington	Dundas, W.R, O	87 05	6 91		
Dalvington	Queen's West, P.E.I	42 50	24 00	8 00	
Dalvey	Prince Edward, P.E.I	18 75	20 00		
Dalzell	Russell, O	20 00	24 00		
D'Amours	Laval, Q	64 98	24 00		

*Opened 22-10-'00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Dartford	Northumberland, E. R. O	113 00	37 00	.....	.....
Dartmoor	Victoria, N.R. O	17 70	16 00	.....	.....
Dartville	Colchester N.S.	14 00	12 00	.....	.....
Darveau	Lewis Q	21 00	12 00	.....	.....
D'Auteuil	Arthabaska Q	51 20	30 00	.....	.....
Davin	Assa. West	6 83	12 00	.....	.....
*Davis	King's N.B.	16 00	9 17	.....	.....
Davisburg	Alta	111 62	60 00	.....	.....
Davis Mills	Renfrew, N.R. O	9 00	12 00	.....	.....
Davison Street	King's N.S.	6 00	10 00	.....	.....
Davisville	York, W.R. O	187 00	56 00	.....	.....
Dawn Mills	Bothwell O	131 82	50 00	.....	.....
Dawn Valley	Bothwell O	29 50	12 00	.....	.....
Dawson	Russell O	35 25	16 00	.....	.....
Dawson Settlement	Albert N.B.	32 50	16 00	.....	.....
Dawsonville	Restigouche N.B.	21 94	14 00	.....	.....
Day Mills	Algoma O	77 73	30 00	.....	.....
Day's Corner	King's N.B.	5 00	12 00	.....	.....
Dayspring	Lunenburg N.S.	34 00	16 00	.....	.....
Dayton	Yarmouth N.S.	19 00	12 00	.....	.....
Dayton	Algoma O	32 30	12 00	.....	.....
Deacon	Renfrew, N.R. O	6 93	12 00	.....	.....
Dead Creek	Addington O	22 96	12 00	.....	.....
*Deadwood	Yale & Cariboo B.C.	85 00	18 33	.....	.....
Dealtown	Kent O	25 96	20 00	.....	.....
Dean	Halifax N.S.	53 00	24 00	2 00	.....
Deans	Haldimand & Monck O	13 00	16 00	.....	.....
Debert Station	Colchester N.S.	167 00	72 00	16 00	.....
DeBlois Station	Prince West P.E.I.	24 67	12 00	2 00	.....
DeCewsville	Haldimand & Monck O	161 00	80 00	.....	.....
DeClare	Marquette M	30 18	20 00	.....	.....
Deekank	Muskoka & Parry Sd O	14 00	14 00	.....	.....
Deemerton	Bruce, E.R. O	89 50	40 00	.....	.....
Deep Brook	Annapolis N.S.	168 45	70 00	.....	.....
Deep Cove	Cape Breton N.S.	20 50	12 00	.....	.....
Deepdale	Inverness N.S.	29 00	16 00	.....	.....
Deerlands	Essex, N.R. O	19 00	12 00	.....	.....
Deerfield	Yarmouth N.S.	28 96	20 00	.....	.....
Deerhurst	York, N.R. O	53 00	24 00	1 42	.....
Deer Lake	Peterborough, E.R. O	22 67	20 00	.....	.....
Deer Park	Yale & Cariboo B.C.	48 00	50 00	.....	.....
Deerwood	Lisgar M	48 53	20 00	.....	.....
Dee Side	Bonaventure Q	5 00	12 00	.....	.....
†DeGrassi Point	Simcoe, S.R. O	64 00	30 00	.....	.....
De Gros Marsh	King's P.E.I.	9 00	12 00	.....	.....
Delagrave	Montmagny Q	94 30	48 00	.....	.....
Delap's Cove	Annapolis N.S.	18 00	12 00	.....	.....
Delhaven	King's N.S.	18 00	20 00	.....	.....
Delisle	Chicoutimi Q	145 18	60 00	2 00	.....
Dell	Compton Q	21 50	20 00	.....	.....
*Dell's Corners	Annapolis N.S.	10 00	12 00	.....	.....
Delmer	Norfolk, N.R. O	60 00	30 00	.....	.....
De Lorimier	Missisquoi Q	311 00	90 00	.....	.....
Delora	Hastings, N.R. O	353 23	120 00	.....	.....
Delta	New Westminster B.C.	22 92	20 00	.....	.....
Demorestville	Prince Edward O	180 40	83 00	12 00	.....
Dempsey	Bonaventure M	3 00	12 00	.....	.....
Denfield	Middlesex, E.R. O	254 28	80 00	12 50	.....

*Opened 1-8-00. †Summer office. ‡Late Upper Clarence.

SESSIONAL PAPER No. 24

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (exclusive of pension money).	Fuel and Allowances.	Night Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
Dennison's Mills	Richmond, O	69 60	44 00		
Denman Island	Vancouver ... B.C	90 26	40 00		
Denmarks	Colchester ... N.S	209 03	96 00	16 00	
Denmington	Assa. East	30 10	16 00		
Dennistown	Inverness ... N.S	12 00	12 00		
Dennyville Mills	Hants ... N.S	22 00	12 00		
Denoon	Grey South, O	18 98	12 00		19 00
Departure Bay	Vancouver ... B.C	7 00	40 00		
Deptford	Gloucester, O	77 20	24 00		
De Ramsey	Algoma, O	49 00	16 00		
Derby	Northumberland ... N.B	57 00	24 00		
Derby Mills	Gaspe, N.R. O	14 00	12 00		
Derby Line Centre	Norfolk, N.R. ... O	51 00	24 00		
Derinche	New Westminster ... B.C	114 80	50 00		
Derrington	Wellington, N.R. O	13 00	12 00		
Derry Mills	Ontario, N.R. O	39 00	27 00		
Derry West	Peel ... O	15 00	16 00		
Derwent	Middlesex, S.R. O	68 00	28 00		
De Sable	Prince Edward ... P.E.I	36 00	16 00		
Desaulniers	Nipissing ... O	18 94	12 00		
Desbarats	Algoma ... O	320 74	90 00		
Deschambault Station	Portneuf, Q	30 20	20 00		
Deschenes Mills	Wright, Q	56 78	35 00		
Desert Lake	Addington, O	19 25	12 00		
Desmond	Addington, O	23 15	16 00		
Devils Lake	Assa. East	50 56	16 00		
Devines	Middlesex, E.R. ... O	63 60	28 00		
Devon	Halifax ... N.S	15 00	12 00		
Devons	Perth, S.R. ... O	10 00	12 00		
Dewdney	New Westminster ... B.C	142 02	50 00		
DeWatton	Assa.	50 99	24 00	16 00	3 25
Dewittville	Huntingdon ... Q	262 39	108 00	8 00	
De Wolfe	Charlotte ... N.B	42 40	20 00		
Dexter	Elgin, E.R. O	89 97	36 00		
Diamond	Lanark, N.R. O	27 38	20 00		
Diamond	Pictou, N.S	21 00	12 00		
Didsbury	Assa.	446 82	80 00		
Digdeguash River	Charlotte, N.B	95 27	44 00		
Digby	Brant, O	16 60	24 00		
Digby	Victoria, N.S	23 08	12 00		
Dingwalls Mills	Kings, P.E.I	5 00	10 00		
Dinsmore	Algoma, O	143 00	50 00		20 00
Dipper Harbour	St. John, N.B	11 75	16 00		
Dipper Harbour, West	St. John, N.B	14 60	12 00		
Dirleton	Carleton, O	96 57	40 00		
Discovery	Burrard, B.C	250 00	*		
Disley	Assa. West	35 00	16 00		
Dixie	Peel, O	98 51	44 00		
Dixon	Stormont, O	98 98	50 00		
Dixon's Corners	Dundas, O	117 00	36 00	8 00	
Dobson's Corner	Westmoreland, N.B	22 00	12 00		
Doctor's Brook	Antigonishe, N.S	11 84	12 00		
Dog Lake	Musk-rat & Parry Sd. O	26 50	20 00		
Dog Creek	Yale & Cariboo, B.C	94 20	50 00	8 00	
Dogherty	Sunbury & Queen's, N.B	14 00	12 00		
Dohsom	Saguenay, Q	25 77	12 00		
Dollar	York, E.R. O	25 96	16 00		
Dominion	Yukon District ... N.W.T	228 00	*		

†Special for winter 1900-01. * Salary, &c., entered in Auditor General's Report.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Dommionville	Glengarry, O	125 24	76 00		
Domremy	Sask.	20 00	12 00	2 00	
Donville	Grenville, S.R. O	60 00	48 00		
Don	York, E.R. O	66 00	24 00		
Donaldson's Mills	Addington, O	59 00	24 00		
Donaldston	Queen's East, P.E.I	8 50	10 00		
Donegal	Perth, N.R. O	117 00	48 00		
Donegal	King's, N.B	3 00	12 00		
Dongola	Victoria, N.R. O	27 00	10 00		
Dongola	Assa. East	42 92	24 00	6 00	
Donores	Selkirk, M	20 14	16 00		
Dorchester Crossing	Westmoreland, N.B	22 00	12 00	2 00	
Dorking	Wellington, C.R. O	43 14	20 00		
Dorland	Lennox, O	85 92	24 00		
Dornoch	Grey, N.R. O	177 02	72 00	2 00	
Dorn Ridge	York, N.B	16 00	12 00		
Dorval	Jacques Cartier, Q	131 55	48 00		
Dorval Station	Jacques Cartier, Q	336 10	100 00		
Doucett ille	Digby, N.S	9 42	10 00		
Douglas	York, N.B	36 00	20 00		
Douglasbang	Laprairie & Napierville, Q	15 00	12 00		
Douglasfield	Northumberland, N.B	3 00	10 00		
Douglas Lake	Yale & Cariboo, B.C	44 05	20 00		
Douglas Station	Renfrew, N.R. O	45 00	10 00		
Douglastown	Northumberland, N.B	264 74	112 00		
Douglas West	Gaspe, Q	16 00	16 00		
Doure	Peterborough, E.R. O	82 10	40 00		
Dover	Westmoreland, N.B	21 00	12 00		
Dover Centre	Kent, O	62 94	36 00		
Dovercourt	York, W.R. O	171 74	80 00		
Dover Hill	Victoria, N.B	12 10	10 00		
Dover South	Kent, O	24 80	40 00		
Dover West	Halifax, N.S	25 50	12 00		
Downeyville	Victoria S.R. O	16 00	16 00		
Downeyville	King's, N.B	22 00	12 00	6 00	
Downsview	York, W.R. O	206 40	80 00		
Doyle	Pontiac, Q	64 42	36 00		
Doyles	Kent, O	53 96	24 00		
Doyles Brook	Northumberland, N.B	17 00	12 00		
Doyle Settlement	Restigouche, N.B	10 50	12 00	2 00	
Dracon	Wellington, C.R. O	82 07	16 00		
Drew	Wellington, N.R. O	42 83	32 00		
Drew Station	Wellington, N.R. O	95 00	10 00		
Dromore	Queen's East, P.E.I	9 00	12 00		
Dromore West	Queen's East, P.E.I	8 00	12 00		
Drummond	Lanark, S.R. O	25 00	20 00		
Drummond	Victoria, N.B	59 95	20 00		
Drumquin	Halton, O	24 00	24 00		
Dryden	Algoma, O	480 76	230 00		30 00
Dry River	Lisgar, M	55 68	24 00		
Drysdale	Huron, S.R. O	111 92	50 00		
Duagh	Alta	20 98	10 00		
Dublin Shore	Lunenburg, N.S	43 00	20 00		
Dubreuil	Renfrew, S.R. O	42 64	24 00		
Duchos	Wright, Q	109 62	40 00	2 00	
Dudley	Simcoe, E.R. O	57 29	30 00		
Dudswell Centre	Wolfe, Q	50 00	20 00		
Dufferin	Frontenac, O	28 00	20 00		

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary based on revenue of previous year.	Forward Allowance.	Next Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Dalhem	Sunbury & Queen's, N.B.	18 48	6 67	..	.
Dalhem Bridge	Muskoka & Parry Sd. O	96 92	44 00	..	.
Dufour	Charlevoix, Q	26 22	18 00	..	18 00
Dufresne	Provencher, M	14 00	12 00	2 00	.
Dugald	Selkirk, M	58 80	40 00	..	.
Duhamel	Labelle, Q	18 12	16 00	..	.
Dumbarton Station	Charlotte, N.B	42 60	20 00	..	.
Dunedane	Bruce, W.R., O	42 94	20 00	..	.
Dunfries	York, N.B	21 96	16 00	..	.
Dunoon	Pontiac, Q	47 48	27 00	8 00	.
Dunollen	Brandon, M	13 94	16 00	..	.
Dunrea	Argenteuil, Q	21 00	12 00	..	.
Dunrea	Selkirk, M	27 96	20 00	..	.
Dunton	Dundas, O	179 45	104 00	20 00	.
Dunvegan	Missisquoi, Q	25 90	16 00	..	.
Dunwoodie	Elgin, E.R., O	53 87	24 00	..	.
Dunyan	Grey, E.R., O	82 00	30 00	..	.
Duncan	Lunenburg, N.S	40 50	16 00	.	.
Duncan Station	Drummond, Q	121 94	60 00	..	.
Duncrief	Middlesex, S.R., O	117 00	50 00	..	.
Dundas	Kings, P.E.I	118 80	44 00	..	.
Dundee	Huntingdon, Q	252 00	108 00	..	16 00
Dundee	Restigouche, N.B	10 00	12 00	..	.
Dundee	Selkirk, M	21 50	16 00	..	.
Dundee	Richmond, N.S	9 00	12 00	..	.
Dundee Centre	Huntingdon, Q	100 00	30 00	..	.
Dundela	Dundas, O	85 00	40 00	..	.
Dundonald	Northumberland, E.R., O	68 20	40 00	.	.
Dundurn	Assa. West	119 86	66 00	..	.
Dunedin	Sussex, N.B	101 85	56 00	..	.
Dunedin	Queen's West, P.E.I	15 00	12 00	..	.
Dungarven	Westmoreland, N.B	14 00	10 00	..	.
Dunkeld	Prince, E.R., O	27 94	20 00	..	.
Dunkerron	York, N.R., O	80 00	30 00	..	.
Dunkin	Brome, Q	105 95	48 00	..	.
Dunleath	Assa. East	29 38	20 00	..	.
Dunlop	Huron, W.R., O	109 82	40 00	..	.
Dunlop	Gloucester, N.B	35 00	12 00	..	.
Dunmaglass	Antigonish, N.S	21 50	12 00	2 00	.
Dunmore	Antigonish, N.S	13 12	12 00	..	.
Dunmore	Renfrew, N.R., O	18 00	16 00	..	.
Dunmore	Assa. West	58 87	40 00	..	6 50
Dunnet	Nipissing, O	50 00	20 00	..	.
Dunns Valley	Algoma, O	23 94	12 00	..	.
Dunraven	Pontiac, Q	60 58	24 00	..	.
Dunrobin	Carleton, O	105 00	60 00	..	.
Dunsford	Victoria, S.R., O	89 50	50 00	..	.
Dunvegan	Inverness, N.S	69 00	20 00	2 00	.
Dupuy's Corner	Westmoreland, N.B	20 00	16 00	..	.
*Durban	Marquette, M	43 00	2 17	..	.
Durell	Kings, P.E.I	15 00	12 00	..	.
Durham	Pictou, N.S	135 14	60 00	..	.
Durham Bridge	York, N.B	50 00	24 00	..	.
Durham Centre	Restigouche, N.B	135 00	20 00	..	.
Dutch Brook	Cape Breton, N.S	2 98	12 00	..	.
Dutch Settlement	Halifax, N.S	13 00	12 00	..	.
Duvar Road	Prince West, P.E.I	15 88	12 00	..	.
Dwight	Muskoka & Parry Sd., O	138 03	50 00	..	.

†Opened 1-11-00. *Opened 1-8-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Dwyer Hill	Carleton	O 111 00	52 00	...	....
Dyer	Stormont	O 21 92	12 00	...	.....
Dyer's Bay	Bruce, N.R.	O 66 21	28 00	...	...
Dyment	Algoma	O 172 98	50 00	...	20 00
Dynevor	Selkirk	M 3 50	10 00	...	.....
EADY	Simcoe, E.R.	O 74 86	40 00	...	...
Eagle Butte	Assa. West	32 84	10 00	...	...
Eagle Head	Shelburne & Queen's	N.S 41 98	20 00	...	...
Eagle River Station	Algoma	O 74 46	44 00	...	20 00
Eagle's Nest	Wentworth N., & Brant	O 336 31	95 00	...	...
Earnest's Corners	Cornwall	O 15 99	16 00	...	...
Earlswood	Assa. East	20 92	16 00	...	...
Earltown	Colchester	N.S 117 76	67 00	10 00	6 00
Earnscliffe	Simcoe, S.R.	O 19 98	12 00	...	...
Earnscliffe	Queen's East	P.E.I 22 00	16 00	...	...
East Aldfield	Portiac	Q 21 00	12 00	...	...
East Amherst	Cumberland	N.S 57 90	20 00	...	...
East Apple River	Cumberland	N.S 114 60	80 00	...	6 00
East Baltic	King's	P.E.I 16 86	12 00	...	...
East Bay	Cape Breton	N.S 48 86	36 00	12 00	...
East Bay	Macdonald	M 33 18	10 00	...	...
East Bay, North Side	Cape Breton	N.S 15 20	16 00	...	...
East Bolton	Brome	Q 126 21	64 00	4 00	...
East Brookville	Cumberland	N.S 19 83	8 33	...	...
East Broughton	Beauce	Q 201 91	108 00	...	...
East Broughton Station	Beauce	Q 101 70	40 00	...	...
East Chebogue	Yarmouth	N.S 21 00	12 00	...	...
East Chezzetcook	Halifax	N.S 47 36	16 00	2 00	...
East Clifton	Compton	Q 105 41	48 00	2 00	...
East Dover	Halifax	N.S 41 00	20 00	...	...
East Dudswell	Wolfe	Q 24 98	20 00	...	...
East Dunham	Missisquoi	Q 20 00	24 00	...	...
East Earltown	Colchester	N.S 80 43	30 00	...	...
East End	Assa	85 24	8 64	...	...
Eastern Harbour	Inverness	N.S 322 18	108 00	6 00	...
East Ferry	Digby	N.S 9 00	12 00	...	...
East Folly Mountain	Colchester	N.S 2 00	16 00	...	...
East Hall's Harbour Road	King's	N.S 12 00	12 00	...	...
East Hereford	Compton	Q 70 15	20 00	...	...
East Hungerford	Hastings, E.R.	O 19 00	12 00	...	...
East Jeddore	Halifax	N.S 26 82	12 00	...	...
Eastlake	Inverness	N.S 17 50	12 00	...	6 00
East Leicester	Cumberland	N.S 84 00	28 00	...	...
East Linton	Grey, N.R.	O 18 00	16 00	...	...
East Magdala	Megantic	Q 2 50	10 00	...	...
East Mapleton	Cumberland	N.S 11 46	12 00	...	...
East Margaree	Inverness	N.S 40 00	20 00	...	...
East Margaretsville	Annapolis	N.S 39 36	20 00	...	...
East Mines Station	Colchester	N.S 157 00	64 00	...	...
East Mountain	Colchester	N.S 7 00	12 00	...	...
East New Annan	Colchester	N.S 19 98	20 00	...	...
East Newbridge	Carleton	N.B 8 00	12 00	...	...
East Otto	Simcoe, E.R.	O 39 00	28 00	...	...
East Pinnacle	Missisquoi	Q 22 50	9 62	...	...
East Point	King's	P.E.I 18 00	12 00	...	...

* Opened 1-9-00. † Opened 15-7-00. ‡ Opened 12-10-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING POST OFFICES—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary thereof (or revenue of postmaster, etc.).	Farmers' Allowances.	Net Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
East Port Medway	Shelburne & Queens	N.S	51 82	20 00		
East River	Lunenburg	N.S	21 00	12 00		
East River, St. Mary's	Pictou	N.S	61 48	30 00	10 00	6 00
East River, Short Harbour	Hants	N.S	62 50	50 00		
East Richibucto	Northumberland	N.B	5 92	12 00		
East River, Valley	Cumberland	N.S	19 50	12 00		
East Sable River	Shelburne & Queens	N.S	18 36	12 00		
East Scotch Settlement	Kings	N.B	9 00	12 00		
East Selkirk	Selkirk	M	173 05	80 00	1 50	1 50
East Side Port L'Hebert	Shelburne & Queens	N.S	17 08	12 00		
East Side of Ragged Island	Shelburne & Queens	N.S	32 96	12 00		
East Sooke	Victoria	B.C	50 29	20 00		
East Templeton	Wright	Q	262 00	80 00		
Eastville	Colchester	N.S	87 05	28 00		
East Wallace	Cumberland	N.S	53 20	20 00		
East Walton	Hants	N.S	29 50	20 00		
East Waterville	York	N.B	5 00			
East Wellington	Vancouver	B.C	12 00	20 00		
East Wentworth	Cumberland	N.S	104 00	44 00		
East Williamsburg	Dundas	O	12 00	12 00		
Eastwood	Oxford, S.R.	O	156 00	100 00		
Eaton	Compton	Q	128 90	70 00		
Eatonville	Cumberland	N.S	46 00	30 00		
Eau Claire	Dist. of Nipissing	O	137 18	85 00		
Ebenezer	Prince West	P.E.I	31 92	20 00		
Ebenezer	Queens East	P.E.I	12 00	12 00		
Echoes	Assa. East		31 21	16 00		
Echo's	Bothwell	O	90 42	30 00		
Eclair	Brandon	M	39 80	20 00		
Edgewood	New Westminster	B.C	79 20	75 00		
Edge Hill	Algoma	O	230 80	80 00	6 00	
Edge Pierce	Wentworth N. & Brant	O	234 00	55 00		
Edge Road	Algoma	O	10 00	16 00		
Edge Vale	Carleton	O	75 00	28 00	8 00	
Edgewater Point	Colchester	N.S	56 00	36 00		6 00
Edgar Seeds	Guysborough	N.S	90 75	44 00		
Edge Sweet Bridge	Hants	N.S	102 00	48 00		
Edgestone	Northumberland, W.R.	O	62 00	28 00		
Edgar	Elgin, E.R.	O	195 00	80 00		2 00
Edgar	Marquette	M	40 20	24 00		
Edgar Grove	Brant, E.R.	O	143 61	80 00		
Edgar Lake	Pictou	N.S	23 50	12 00		6 00
Edgar Mills	Wellington, S.R.	O	202 90	76 00		
Edgewater	Assa. West		41 00	20 00		
Edgar	Simcoe, E.R.	O	145 00	64 00		
Edgar Mills	Essex, S.R.	O	16 29	24 00		
Edge Hill	Grey, S.R.	O	58 00	44 00		
Edgeley	York, W.R.	O	331 00	60 00		
Edgeley	Assa. East		97 96	48 00		
Edgett's Landing	Albert	N.B	63 88	28 00		
Edgington	Muskoka & Parry Sd.	O	54 00	24 00		
Edgar	Argenteuil	Q	6 00	12 00		
Edmondville	Lotbinière	Q	43 00	16 00		
Edwards	Northumberland, E.R.	O	58 88	36 00		
Edwards	Russell	O	24 33	3 33		
Edwardsville	Cape Breton	N.S	29 25	12 00		
Edwin	Alma		36 10	20 00		
Edys Mills	Bothwell	O	140 86	70 00		

* Under tender for new office not yet opened. † Opened 1 July.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary *based on revenue of previous year.*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Eel Brook	Yarmouth N.S	68 62	36 00	1 34	
Eel Cove	Victoria N.S	21 75	12 00		
Eel Creek	Cumberland N.S	18 12	12 00		
Eel River Lake	York N.B	19 94	12 00		
Effingham	Lincoln & Niagara O	76 50	30 00		
Egan Creek	Hastings, N.R O	49 98	20 00		
Egan Estate	Nipissing O	24 00	32 40		
Egbert	Simcoe, S.R. O	100 25	56 00		
Egerton	Wellington, N.R. O	33 00	32 00		
Egg Island	Saguenay Q	19 20	20 00		
Egg Lake	Alta	11 06	12 00		
Eghington	York, E.R. O	430 75	170 00		
Egmondville	Huron, S.R. O	255 00	110 00		
Egmont Bay	Prince East P.E.I	20 00	16 00		
Egypte	Shefford Q	10 00	20 00		
Ehodt	Yale & Cariboo B.C	364 26	56 00	2 16	
Eight Island Lake	Guysborough N.S	12 88	12 00		
Elba	Cardwell O	11 96	12 00		
Elb Mills	Leeds, S.R. O	61 80	28 00		
Elcho	Lincoln & Niagara O	102 00	40 00		
Elder	Cardwell O	6 00	12 00		
Elders Mills	York, W.R. O	56 80	30 00		
Eldon Station	Victoria, N.R. O	78 98	28 00		
Eldorado	Hastings, N.R. O	171 00	70 00	2 00	
Elford	Essex, S.R. O	33 02	12 00		
Elfrida	Wentworth, S.R O	27 00	20 00		
Elgin	Pictou N.S	11 20	12 00		
Elgin	New Westminster B.C	48 74	20 00		
Elginburg	Frontenac O	83 96	56 00		
Elginfield	Middlesex, E.R. O	44 00	20 00		
‡Elgin House	Simcoe, E.R. O	26 00	10 00		
Elgin Mills	York, W.R. O	124 61	10 00		
Elgin Road	L'Islet Q	29 20	20 00		
Elia	York, W.R. O	26 00	24 00		
Elie	Selkirk M	84 90	30 00		
Elimville	Perth, S.R. O	80 00	33 00		
Elizabethville	Durham, E.R. O	159 12	60 00		
Elizabeth Bay	Algoma O	13 00	16 00		
Elko	Yale & Cariboo B.C	118 21	40 00	2 00	
Elkwater	Assa. West	9 00	3 00		
Ellaton	Norfolk, N.R. O	25 29	16 00		
Ellengowan	Grey, E.R. O	18 00	16 00		
Ellen's Town	Northumberland N.B	18 98	12 00		
Ellershouse	Hants N.S	180 15	52 00	6 00	
Ellerslie	Alta	37 87	20 00	2 00	
Ellesmere	York, E.R. O	79 36	33 00		
Elliott	Lanark, S.R. O	37 90	28 00		
Elliott's Corners	Simcoe, E.R. O	33 14	20 00		
Elliott's Mills	Queen's West P.E.I	15 50	16 06		
Elliott Vale	King's P.E.I	12 50	12 00		
Ellisboro	Assa. East	174 40	84 00		
Ellis River	Prince West P.E.I	13 00	12 00		
Ellisville	Leeds, S.R. O	87 98	36 00		
Elm	Lanark, N.R. O	16 00	12 00		
Elma	Dundas O	109 00	40 00		
Elmbank	Peel O	85 92	40 00		
Elm Creek	Lisgar M	300 98	100 00		
Elmcroft	Charlotte N.B	11 92	12 00		

Closed 26 11-00. ‡ Opened 1 4-01. † Summer office, opened 1 8-00.

SESSIONAL PAPER No. 24

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District	Revenue.	Salary. *Fixed on revenue of previous year.*	Postmaster Allowance.	Postmaster Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Elmfield	Pictou.....N.S	23 00	12 00		
Elmgrove	Sunbury, S.R.....O	55 44	30 00		
Elmsdale	Grey, E.R.....O	16 80	16 00		
Elmsdale	King's.....N.B	9 00	12 00		
Elmwood	King's.....P.E.I	11 00	12 00		
Elmore	Assa. East	21 00	20 00		
Elmsdale	Prince West.....P.E.I	149 52	60 00		
Elmsdale	Pontiac.....Q	109 78	58 00	6 00	
Elm Springs	Assa. West	11 16	16 00		
Elmstead	Essex, N.R.....O	57 88	32 00		
Elmsvale	Halifax.....N.S	167 90	40 00		
Elmsville	Charlotte.....N.B	90 98	40 00		
Elm Tree	Addington.....O	14 16	12 00		
Elm Valley	Brandon.....M	43 96	32 00		
Elm Valley	King's.....N.B	3 00	10 00		
Elmwood	King's.....N.B	6 00	12 00		
Elmwood	Queen's West.....P.E.I	9 96	12 00		
Elphin	Lanark, N.R.....O	139 78	60 00		
Elsie	Victoria, N.R.....O	11 00	12 00		
Elsmere	Bruce, N.R.....O	91 00	60 00		
Elton	Brandon.....M	23 96	16 00		
Elva	Brandon.....M	350 05	144 00		
Emberson	Muskoka & Parry Sd.....O	13 66	12 00		
Emerald	Lennox.....O	115 00	52 00		
Emerald	Inverness.....N.S	13 98	12 00		
Emerald	Prince East.....P.E.I	64 00	44 00	40 00	
Emerson	Kent.....N.B	23 00	10 00		
Emery	York, W.R.....O	84 49	40 00		
Emileville	Renfrew.....Q	90 18	48 00		
Emmett	Renfrew, S.R.....O	17 86	16 00		
Emo	Algoma.....O	264 51	108 00		
Empey	Hastings, N.R.....O	20 18	16 00		
Empire	Halibur. and & Monck.....O	41 23	20 00		
Emyvale	Prince East.....P.E.I	16 96	12 00		
Enfield	Durham, W.R.....O	191 00	90 00		
Enfield	Hants.....N.S	171 74	84 00	16 00	
English Bay	Gaspé.....Q	98 18	40 00		
English Corner	Halifax.....N.S	74 76	30 00		
English Point	Yale & Cariboo.....B.C		3 36		
Ennerdale	Prince West.....P.E.I	46 00	16 00		
Enos	Cardwell.....O	11 17	12 00		
Enterprise	Victoria.....N.S	9 00	12 00		
Enniskillen	Durham, W.R.....O	266 92	100 00		
Enniskillen Station	Sunbury & Queen's.....N.B	74 00	24 00	2 00	
Ennismore	Peterborough, W.R.....O	173 25	70 00	12 00	
Enterprise	Wellington, C.R.....O	92 14	24 00		
Eoan	Cape Breton.....N.S	19 00	12 00	2 00	
Entry Island	Gaspé.....Q	10 00	10 00		
Epping	Grey, E.R.....O	68 50	30 00	20 00	
Epsom	Ontario, N.R.....O	56 44	38 00		
Epworth	New Westminster.....B.C	15 00	20 00		
Eramosa	Wellington, S.R.....O	71 00	36 00		
Eramus	Wellington, N.R.....O	92 00	36 00		
Erb	King's.....N.B	2 00	12 00		
Erbsville	Waterloo, N.R.....O	18 00	12 00		
Erie	Lincoln.....O	7 00	6 00		
Erie	Norfolk, S.R.....O	10 00	12 00		
Erie	Yale & Cariboo.....B.C	350 00	150 00		

* Closed 1-9-00

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Ennis	Kent.....O	37 00	12 00		
Erie View	Norfolk, S.R.....O	224 40	80 00	21 66	
Ernesville	Addington.....O	150 00	52 00	2 00	
Erneston	Selkirk.....M	45 20	20 00		
Ernestville	Gaysborough.....N.S	32 00	12 00		
Erb	Welle.....O	42 71	16 00		
Ernestown Station	Lennox.....O	50 00	32 00	24 00	
Errington	Vancouver.....B.C	25 94	24 00		
Escott	Leeds, S.R.....O	94 81	60 00		
Escuminac	Bonaventure.....Q	76 56	32 00	2 67	
*Escuminac East	Bonaventure.....Q	6 00	3 33		
Escuminac	Northumberland.....N.B	22 00	12 00		
Esmeralda	Carleton.....N.B	9 00	12 00		
Eskasoni	Cape Breton.....N.S	15 08	12 00		
Espedale	Bruce, W.R.....O	12 00	16 00		
Esmonton	Renfrew, S.R.....O	14 49	16 00		
Esquesing	Halton.....O	160 67	60 00		
Esquimaux Pointe	Saguenay.....Q	70 20	30 00	20 00	
Essex	Inverness.....N.S	17 00	12 00		
Essonville	Peterborough, E.R.....O	34 96	20 00		
Estabrooks	Assa. East	30 96	20 00		
Estmere	Victoria.....N.S	34 00	16 00	20 00	
Etang du Nord	Gaspé.....Q	20 20	16 00		
Etherbert	Marquette.....M	263 14	60 00		
Ethie	Kings.....N.S	13 00	12 00		
Etmondale	York, W.R.....O	52 14	10 00		
Eufaula	Middlesex, E.R.....O	6 00	12 00		
Euphrasia	Simcoe.....O	186 00	90 00		
Evandale	Kings.....N.B	9 00	12 00		
Evelyn	Sunbury & Queen's.....N.B	14 00	10 00		
Evansville	Algoma.....O	35 94	16 00		
Everett	Middlesex, E.R.....O	79 25	47 00		
Everett	Victoria.....N.B	26 00	16 00		
Everitt	York, N.R.....O	65 92	28 00		
Ewen	Victoria, N.R.....O	17 00	16 00		
Exmouth	Northumberland.....N.B	12 92	12 00		
FABRE	Pontiac.....Q	10 16	8 33		
Factory Dale	Kings.....N.S	7 00	12 00		
Fairbairn	Victoria, S.R.....O	10 00	20 00		
Fairbank	York, W.R.....O	11 00	20 00		
Fairfax	Brandon.....M	150 70	16 00		
Fairfax	Stanstead.....Q	12 00	16 00		
Fairfield	Kings.....P.E.I	4 00	16 00		
Fairfield	Saint John.....N.B	25 00	16 00		
Fairfield, East	Brockville.....O	26 95	18 00		
Fairfield Plain	Ontario, S.R.....O	27 25	16 00		
Fairford	Selkirk.....M	39 88	16 00		
Fair Ground	Norfolk, S.R.....O	144 56	50 00		
Fairmell	Lisgar.....M	11 36	12 00		
Fairmont	Carleton.....N.B	16 50	24 00	2 00	
Fairmount	Muskoka & Parry Sd.....O	17 00	12 00		
Fairvale	Northumberland.....N.B	16 00	22 00		
Fairview	Assa. East	8 14	12 00		
Fairmont	Antigonishe.....N.S	8 25	12 00		
Fairmont Springs	Yale & Cariboo.....B.C	19 20	18 00		

*Under order office. Opened 1 ... *Opened 1 2 00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office	Electoral District	Revenue.	Salary (based on revenue of previous year)	Forward Allowance.	Night Mail Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fairmount	Grey, E.R. O	32 65	16 00		
Fair Play	Essex, N.R. O	30 00	16 00		
Fair Valley	Simcoe, E.R. O	37 96	16 00		
Fairview	Perth, S.R. O	20 00	20 00		
Fairview	Westmoreland N.B.	3 00	12 00		
Fairview	Queens West P.E.I.	11 58	12 00		
Fairview Station	Halifax N.S.	52 50	36 00		
Fairville	Assa. West	17 96	12 00		
*Ferry Hill	Assa. West	10 00	2 00		
Falconbridge	Middlesex, S.R. O	34 10	10 00		
Falding	Muskoka & Parry Sd. O	146 64	60 00		
Falkenburg Station	Simcoe, E.R. O	107 60	90 00	50 00	
Falkirk	Middlesex, N.R. O	108 32	40 00		
Falkland	Bruce, S.R. O	52 12	16 00		
Falkland	Halifax N.S.	5 88	12 00		
Falkland	Yale & Cariboo B.C.	15 00	20 00		
Falkland Ridge	Annapolis N.S.	48 50	22 00		
Fallbrook	Lanark, S.R. O	160 00	70 00		
Fallowfield	Carleton O	148 68	76 00		
Falls View	Welland O	413 00	208 00		
*Falmouth	Hants N.S.	45 74	17 11	$ 16 30	
Falmouth Station	Hants N.S.	230 67	88 67	9 80	
Fanis stell	Lisgar M.	226 44	90 00		
Fanshawe	Middlesex, E.R. O	16 16	12 00		
Faraday	Hastings, N.R. O	26 12	16 00		
Farewell	Wellington, N.R. O	87 00	40 00	3 00	
Fargo	Kent O	59 00	51 00		
Farmerton	Carleton N.B.	20 23	12 00		
Farmington	Kings P.E.I.	3 00	12 00		
Farmington	Cumberland N.S.	12 00	12 00		
Farnboro'	Brome Q.	12 00	12 00		
Farnham	Missisquoi Q.	43 00	20 00		
Farnham Centre	Brome Q.	79 98	40 00		
Farnham's Corners	Missisquoi Q.	48 17	6 67		
Farnan's Point	Stormont O.	382 37	215 00	50 00	
Farnham	Wright Q.	138 00	40 00	3 00	
Farnham	Gloucester O.	62 49	28 00		
Farnon Point	Renfrew, S. O.	120 50	67 00	25 00	18 00
Farnell	Gaspé Q.	50 88	28 00		
Farnsworth	Lunenburg N.S.	1 25	9 00		
Farquet's Hill	Westmoreland N.B.	98 00	24 00		
Fawkham	Ontario, N.R. O.	28 66	24 00		
Farran	Ontario, N.R. O.	78 52	16 00		
Farrans's Mills	Wolfe Q.	243 81	90 00		
Farrell's Corner	Lunenburg N.S.	9 82	10 00		
Farrow	Lennox O.	20 00	12 00		
Farrow	Russell O.	16 00	16 00		
Feltz, South	Lunenburg N.S.	12 00	12 00		
Fergusvale	Prescott O.	4 98	16 00		
Ferguson	Northumberland, W.R. O.	108 63	60 00		
Ferguson's	Simcoe, S.R. O.	59 73	30 00		
Ferguson	Kings N.B.	16 00	16 00		
Ferguson	Cumberland N.S.	18 00	12 00		
Ferguson	Renfrew, S.R. O.	40 78	24 00		
Ferguson	Middlesex, E.R. O.	69 76	30 00		
Ferguson's Falls	Lennox, S.R. O.	8 00	36 00		
Ferguson's Lake	Richmond N.S.	27 50	7 [illegible]		

*Opened 1-5-01. ‡Including $12 [illegible]. †Opened 16-4-01. Opened 1-11-00. [illegible]

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fergusons Point	Gloucester ..... N.B.	58 00	28 00	.....	.....
Fergusonvale	Simcoe, N.R. ..... O.	75 71	43 00	.....	.....
Ferme Neuve	Wright ..... Q.	33 18	12 00	.....	.....
Fermoy	Addington ..... O.	32 76	20 00	.....	.....
Fernbank	Perth, N.R. ..... O.	12 00	12 00	.....	.....
Ferndale	Assa. East	17 08	12 00	.....	.....
Ferndale	Albert ..... N.B.	1 00	10 00	.....	.....
Ferndale House	Simcoe, E.R. ..... O.	60 00	16 00	.....	.....
Fernetville	Berthier ..... Q.	71 00	36 00	.....	.....
Fern Glen	Muskoka & Parry Sd. O.	17 87	12 00	.....	.....
Fernhill	Middlesex, S.R. O.	84 51	52 00	.....	.....
Fernlee	Algoma ..... O.	‡8 50	.....	.....	.....
Fernton	Selkirk ..... M.	16 04	16 00	.....	.....
Ferris	Sunbury & Queen.'s. N.B.	12 00	12 00	.....	.....
Ferry Landing	Victoria ..... N.S.	76 98	40 00	2 00	.....
Ferryville	Carleton ..... N.B.	3 00	12 00	.....	.....
Fesserton	Simcoe, E.R. ..... O.	268 54	100 00	.....	.....
Fetherston	Muskoka & Parry Sd. O.	36 00	20 00	.....	.....
File Hills	Assa.	43 80	10 00	.....	.....
Field	Nipissing ..... O.	16 31	10 00	.....	.....
Fieldville	Wright ..... Q.	18 20	12 00	.....	.....
‡ Fife	Yale & Cariboo ..... B.C.	15 00	18 33	.....	.....
Fifteen Mile Stream	Halifax ..... N.S.	20 00	20 00	.....	.....
Findlay	Brandon ..... M.	93 00	36 00	12 00	.....
Finger Board	Victoria, S.R. ..... O.	26 00	24 00	.....	.....
Finlayson	Victoria ..... N.S.	12 00	12 00	.....	.....
Fintona	Cardwell ..... O.	14 00	12 00	.....	.....
Fire Valley	Yale & Cariboo ..... B.C.	60 75	20 00	.....	.....
Fir Grove	Albert ..... N.B.	6 00	16 00	.....	.....
§ Fir Grove	Dorchester ..... Q.	12 36	5 83	.....	.....
First South	Lunenburg ..... N.S.	13 86	12 00	.....	.....
Fishburn	Alta.	35 90	16 00	.....	.....
Fisherman's Harbour	Guysborough ..... N.S.	16 98	12 00	.....	.....
Fisherville	Haldimand & Monck. O.	190 54	93 00	.....	.....
Fishing Lake	Assa. East	50 98	28 00	.....	.....
Fish Lake	Prince Edward ..... O.	34 48	24 00	.....	.....
Fitzgerald Station	Prince West ..... P.E.I.	115 00	64 00	8 00	.....
Fitzmaurice	Assa. East	12 94	12 00	.....	.....
Fitzpatrick	Northumberland ..... N.B.	35 00	16 00	.....	.....
Five Mile River	Hants ..... N.S.	52 96	20 00	.....	.....
Flanders, Centre	Wentworth, S.R. ..... O.	58 88	36 00	.....	.....
Flanders	Compton ..... Q.	24 88	16 00	.....	.....
Flatlands	Restigouche ..... N.B.	72 00	50 00	.....	.....
Flat River	Queen's East ..... P.E.I.	43 88	30 00	4 00	.....
Floe Island	Macdonald ..... M.	16 20	16 00	.....	.....
Fleetwood	Durham, E.R. O.	151 98	60 00	.....	.....
Fletcher	Kent ..... O.	128 60	66 00	.....	.....
Fletcher's Station	Halifax ..... N.S.	23 00	12 00	.....	.....
Flett's Springs	Sask.	39 97	20 00	.....	.....
Flettwode	Assa. East	97 13	60 00	.....	.....
Flemant	Bonaventure ..... Q.	8 00	12 00	.....	.....
Flint Hill	Albert ..... N.B.	6 00	12 00	.....	.....
Floddon	Richmond ..... Q.	56 98	32 00	.....	.....
Floradale	Waterloo, N.R. ..... O.	196 06	90 00	.....	.....
Florenty	Macdonald ..... M.	8 00	14 00	.....	.....
Florists Cove	Sunbury & Queen's. N.B.	13 00	12 00	.....	.....
Flower Station	Lennox, N.R. ..... O.	131 17	44 00	.....	.....
Flume Ridge	Charlotte ..... N.B.	16 94	12 00	.....	.....

‡ Summer office. § Opened 1.12.00. † Opened 1.8.00. ; Credit for new office not yet opened

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District	Revenue	Salary (and commission) per year.	Forage Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fern Lake	Assa.	30 00	9 00		
Fishers Corners	Oxford, S.R. O	65 71	40 00		
Foley	Ontario, S.R. O	26 00	12 00		
Foley Brook	Victoria N.E.	16 75	12 00		
Folger Station	Lanark, N.R. O	133 17	60 00		
Folkins	Kings N.B.	25 00	12 00		
Folly Lake	Colchester N.S.	58 59	30 00		
Folly Mountain	Colchester N.S.	19 00	20 00		
Fontenelle	Gaspe Q.	11 00	12 00		
Fontenoy	Richmond Q.	12 00	12 00		
Foote's Bay	Simcoe, E.R. O	68 73	48 00	*12 00	
Forbes	Colchester N.S.	4 00	12 00		
Forbes Point	Shelburne & Queen's N.S.	56 96	24 00		
Forbes Mills	Kent N.B.	61 00	30 00	3 50	
Fordyce	Huron, W.R. O	32 85	20 00		
Forest Farm	Assa. East	18 00	16 00	3 66	
Forest Glade	Antigonish N.S.	25 98	20 00		
Forest Glen	Inverness N.S.	16 20	12 00		
Forest Hill	Albert N.B.	20 00	12 00		
Forest Hill	Kings P.E.I.	9 00	12 00		
Forest Home	Kings N.S.	18 00	10 00		
Forest Mills	Lennox O.	33 96	20 00		
Forestell	Carleton N.B.	100 00	50 00		
Forestville	Norfolk, S.R. O	153 51	48 00		
Forfar	Leeds, S.R. O	134 00	57 00		
Fork River	Marquette M.	144 02	42 00		
Forks	Sunbury & Queen's N.B.	12 00	12 00		
Forks, Baddeck	Victoria N.S.	16 00	12 00		
Forrest Station	Brandon M.	130 22	48 00		
Fort à la Corne	Sask.	27 58	16 00	12 00	
Fort Alexander	Selkirk M.	56 36	24 00		
Fort Augustus	Queen's East P.E.I.	20 00	12 00		
Fort Cudahy	N.W.T.	85 00			
Fort Ellice	Marquette M.	35 42	30 00		
Fortescue	Peterboro, E.R. O	11 96	12 00		
Fortes Settlement	Lunenburg N.S.	10 50	16 00		
Fort Lawrence	Cumberland N.S.	52 71	30 00	3 00	
Fort Lennox	Cape Breton N.S.	28 00	20 00		
Fort Pelly	Assa. East	82 25	52 00		
Fort Prong	Digby N.S.	50 00	10 00		
§Fort St. James	Yale & Cariboo B.C.		20 00		
Fortune Bridge	Kings P.E.I.	26 00	20 00	2 00	
Fortune Cove	Prince, West P.E.I.	3 20	16 00		
Fort William	Perth O.	45 88	36 00		
Foster	Pontiac Q.	262 00	90 00	10 00	
Foster's	Lunenburg N.S.	43 00	16 00		
Foster's Creek	King's N.B.	6 00	12 00		
Fosterville	York N.B.	55 18	24 00		
Fotheringham's Mills	Queen's West P.E.I.	34 00	16 00		
Fouchette	Richmond N.S.	119 90	64 00		
Four Falls	Yale B.C.	53 25	30 00	4 00	
Four Mile Brook	Pictou N.S.	28 60	12 00		
Four Roads	Gaspe Q.	12 00	12 00		
Fowler's Corners	Peterboro, W.R. O.	44 80	20 00		
Fox Bay	Gaspe Q.		10 00		
Foxboro	Hastings, E.R. O.	242 25	100 00	4 00	
Fox Creek	Westmorland N.B.	182 00	30 00		

† Opened 1 10 00 * Including $6 00 extra. ‡ Salary $ ... increased to $ ... Allowance discontinued from ...
§ Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Fox Harbour	Cumberland.....N.S	39 82	20 00	.....	.....
Fox Island Main	Guysborough.....N.S	20 00	12 00	.....	10 00
Foxleigh	.....Assa. West	18 50	10 00	.....	.....
Foxmead	Simcoe, E. R.....O	81 66	48 00	.....	.....
Fox Point	Muskoka & Parry Sd..O	29 67	52 00	.....	.....
Fox River	Gaspe.....Q	128 00	60 00	42 00	12 00
Fox River	Cumberland.....N.S	159 90	70 00	.....	.....
Foxton	Selkirk.....M	54 38	36 00	.....	.....
Foxmount	Renfrew, S.R.....O	15 98	16 00	.....	.....
Framboise	Richmond.....N.S	81 60	40 00	2 00	.....
Framboise Intervale	Richmond.....N.S	24 37	12 00	.....	.....
Frampton	Dorchester.....Q	262 41	120 00	16 50	.....
Franconia	Halchmand & Monck..O	85 90	32 00	.....	.....
Frank Hill	Victoria, S.R.....O	5 00	12 00	.....	.....
Franklin	Durham, E.R.....O	116 94	52 00	6 00	.....
Franklin Corners	Prescott.....O	67 46	10 00	.....	.....
Franks Bay	Muskoka & Parry Sd..O	43 00	32 00	.....	.....
Franktown	Lanark, S.R.....O	165 98	80 00	.....	.....
Frankville	Antigonishe.....N.S	67 44	30 00	.....	.....
Fraserburg	Ontario, N.R.....O	20 98	12 00	.....	.....
Fraser's Grant	Antigonishe.....N.S	1 00	10 00	.....	.....
Fraser's Mills	Antigonishe.....N.S	18 20	16 00	.....	.....
Fraserville	Durham, E.R.....O	98 45	40 00	.....	.....
Frechette	Levis.....Q	37 20	12 00	.....	.....
Fredericton Road	Westmoreland.....N.B	14 00	12 00	.....	.....
Fredericton Station	Prince East.....P.E.I	35 00	16 00	.....	.....
Freelton	Perth, N.R.....O	57 92	30 00	.....	.....
Freeland	Leeds, S.R.....O	47 00	16 00	.....	.....
Freeland	Prince West.....P.E.I	95 00	32 00	.....	.....
Freeport	Waterloo, S.R.....O	113 00	16 00	.....	.....
French Bay	Bruce, N.R.....O	12 98	12 00	.....	.....
French Creek	Vancouver.....B.C	84 89	40 00	.....	.....
French Lake	Sunbury & Queen's..N.B	19 00	12 00	.....	.....
French River	Pictou.....N.S	17 96	16 00	2 00	.....
French River	Queen's West.....P.E.I	123 00	50 00	.....	.....
French Road	Cape Breton.....N.S	17 30	12 00	.....	.....
Frenchvale	Cape Breton.....N.S	11 98	12 00	.....	.....
French Village	Drummond.....Q	240 40	100 00	.....	.....
French Village	Queen's E.....P.E.I	11 08	12 00	.....	.....
French Village	Kent's.....N.B	9 00	12 00	.....	.....
French Village	Halifax.....N.S	111 60	40 00	.....	.....
Friar's Head	Inverness.....N.S	23 96	12 00	.....	6 00
Friar's Head Chapel	Inverness.....N.S	38 00	12 00	.....	6 00
Frontborn	Dundas.....O	27 96	12 00	.....	.....
Frosk	Barnard.....B.C	22 59	18 00	.....	.....
Frogmore	Norfolk, S.R.....O	62 04	24 00	.....	.....
Frome	Elgin, W.R.....O	40 00	24 00	.....	.....
Frontenac	Lotbinière.....Q	92 20	36 00	.....	.....
Frontier	Huntingdon.....Q	12 00	16 00	.....	.....
Frost Village	Stanfold.....Q	22 00	24 00	.....	.....
Fruitland	Wentworth, S.R.....O	282 42	140 00	.....	.....
*Fry's	.....Assa	25 00	6 00	.....	.....
Fulford	Brome.....Q	190 25	72 00	.....	.....
Fuller	Hastings, N.R.....O	28 96	12 00	.....	.....
Fulton	Wentworth, S.R.....O	66 50	40 00	.....	.....
Fulton Brook	Sunbury & Queen's..N.B	12 00	12 00	.....	.....
Fulton's Mills	Wellington, N.R.....O	20 80	16 00	.....	.....
Furnace Falls	Victoria, N.R.....O	15 50	14 00	.....	.....

*Opened 1-1-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
GABAROUSE BARACHOIS	Cape Breton, N.S.	98 00	47 00	...	
Gabarouse Lake	Cape Breton, N.S.	7 00	12 00	...	
Gabriola Island	Vancouver, B.C.	28 14	20 00	...	
Gad's Hill, N.B.	Perth, N.B.	108 00	40 00	...	
Gadsmith	Lanark, N.B.	14 00	12 00	...	
Gaetna	Yale & Cariboo, B.C.	39 82	20 00	...	
Galetta	Lanark, N.B.	273 28	110 00	24 00	
Galiano	Vancouver, B.C.	115 37	80 00	...	
Gallingertown	Stormont, O.	13 10	12 00	...	
Galson	Compton, Q.	60 00	28 00	...	
Galston	Nipissing, O.	28 40	7 50	...	
Galway	Albert, N.B.	10 73	10 00	...	
Gamble's Corners	Prince Edward, P.E.I.	12 00	12 00	...	
Gamebridge	Ontario, N.B., O.	248 50	80 00	...	
Gananoque Junction	Leeds, S.B., O.	253 00	60 00	...	
Gangers Harbour	Vancouver, B.C.	120 57	11 67	...	
Gang Ranch	Yale & Cariboo, B.C.	30 00	20 00	...	
Garden Hill	Durham, E.B., O.	139 15	65 00	...	
Garden Island	Frontenac, O.	210 50	110 00	...	
Garden of Eden	Pictou, N.S.	18 00	16 00	...	
Garden River	Algoma, O.	142 50	50 00	...	
Gardenville	Prince Edward, O.	29 41	10 00	...	
Gardiner Mines	Cape Breton, N.S.	32 35	16 00	...	
Gardiner's Creek	St. John, N.B.	20 50	16 00	...	
Gardiner's Mills	Yarmouth, N.S.	18 92	10 00	...	
Garfield	Queen's East, P.E.I.	6 00	12 00	...	
Garland	Chateauguay, Q.	20 00	12 00	...	
Garland	Kings, N.S.	21 47	12 00	...	
Garland	Marquette, M.	86 68	10 00	...	
Garneau	L'Islet, Q.	134 09	50 00	.....	
Garnet	Norfolk, S.B., O.	73 85	36 00	.....	
Garnet	St. John, N.B.	15 25	12 00	...	
Garnham	Vancouver, B.C.	97 60	32 00	...	
Garonne	Sask.	63 00	24 00	...	
Garrison	Grenville, S.B., O.	18 00	16 00	...	
Garrison Road	Welland, O.	4 25	12 00	...	
Garrywash	Grey, N.B., O.	19 00	12 00	...	
Garthby West	Richmond & Wolfe, Q.	3 70	10 00	...	
Gascons	Bonaventure, Q.	127 98	44 00		18 00
Gas Line	Welland, O.	59 98	10 00	...	
Gaspareau	Chateauguay, Q.	9 00	12 00	...	
Gaspe Bay, South	Gaspe, Q.	71 00	24 00	2 00	
Gaspereaux	Queen's East, P.E.I.	45 00	16 00	...	
Gaspereaux	Sunbury & Queen's, N.B.	35 00	24 00	...	
Gaspereaux Station	Sunbury & Queen's, N.B.	101 20	40 00	4 00	
Gaudette	Pontiac, Q.	44 90	7 50	...	
Gavelton	Yarmouth, N.S.	12 00	12 00	...	
Gawas	Algoma, O.	68 28	36 00	...	
Gay's River	Colchester, N.S.	130 48	52 00	10 00	
Gay's River Road	Halifax, N.S.	92 46	50 00	...	
Gaythorne	Northumberland, N.B.	12 00	12 00	...	
Geary	Sunbury & Queen's, N.B.	11 42	12 00	...	
Geggegan	Guysborough, N.S.	25 17	6 67	...	
Geiger	Victoria, N.B., O.	163 59	64 00	...	
Geneva	Argenteuil, Q.	19 00	16 00	...	
Geneva Lake	Nipissing, O.	234 76	70 00		24 00
Genoa	Argenteuil, Q.	29 50	12 00	...	

* Opened 1-12-00. † Opened 1-11-00. ‡ Opened 1-10-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
George's River	Cape Breton N.S	47 00	12 00		
George's River Station	Cape Breton N.S	22 00	16 00	6 00	
Georgeville	Antigonishe N.S	42 00	24 00	4 00	
Georgina Island	York, N.R. O	17 50	16 00		
Geraldine	Huntingdon Q	21 10	12 00		
Germania	Ontario, N.R. O	47 59	20 00		
Germanicus	Renfrew, N.R. O	19 00	16 00		
German Mills	Waterloo, S.R. O	23 20	20 00		
Germantown	Albert N.B	6 00	12 00		
Gesto	Essex, S.R. O	112 08	65 00		
Gethsemani	Saguenay Q	8 00	12 00		
Getson's Point	Lunenburg N.S	116 54	70 00		
Geyser	Selkirk M	50 65	20 00		
Giant's Lake	Guysborough N.S	25 00	12 00		
Gibbon	King's N.B	14 94	12 00		
Gibraltar	Grey, E.R. O	56 92	28 00		
Gibson	Simcoe, E.R. O	30 00	20 00		
Gilbert Cove	Digby N.S	92 00	44 00		
Gilbert Mountain	Cumberland N.S	14 00	12 00		
Gilbert's Mills	Prince Edward O	26 00	12 00		
Gilchrist	Simcoe, E.R. O	25 00	20 00		
Gilead	Hastings, E.R. O		12 00		
Gilford	York, N.R. O	151 00	75 00	12 00	
Gilks	Northumberland N.B	35 00	16 00	6 00	
Gill	Haldimand & Monck O	31 50	16 00		
Gillander's Mountain	Victoria N.S	14 98	12 00		
Gillespie	Victoria N.B	3 50	10 00		
Gillies Hill	Bruce, N.R. O	50 00	30 00		
Gillies Lake	Cape Breton N.S	7 00	12 00		
Gillies Point	Victoria N.S	8 00	12 00		
Gillis's Point, East	Victoria N.S	8 00	12 00		
Gillingham	Alta	95 60	36 00		
*Gills Cove	Inverness N.S	12 00	1 67		
Gilman	Pontiac Q	33 85	16 00		
Gilmour	Hastings, N.R. O	213 76	90 00		
Gimli	Selkirk M	250 73	72 00		
Girard	St. Johns & Iberville Q	46 03	16 00		
Giroux	Provencher M	38 14	12 00		
Glacier	Yale & Cariboo B.C	208 96	90 00		
Gladstone	Middlesex, E.R. O	80 00	40 00		
Gladstone	Victoria N.B	23 23	12 00		
Gladwyn	Victoria N.B	12 00	12 00		
Gladys	Alta	81 24	28 00		
Glamorgan	Durham, E.R. O	6 00	12 00		
Glandine	Victoria, S.R. O	26 42	20 00		
Glanford	Wentworth, S.R. O	301 34	80 00		
Glanford Station	Wentworth, S.R. O	35 94	20 00		
Glanmire	Hastings, N.R. O	11 98	12 00		
Glanworth	Middlesex, S.R. O	149 37	64 00		
Glascott	Grey, S.R. O	7 00	12 00		
Glasgow	Ontario, W.R. O	36 01	20 00		
Glasgow	Cape Breton N.S	14 50	12 00		
Glassburn	Antigonishe N.S	10 98	12 00		
†Gleason Road	Charlotte N.B	10 17	6 67		
Glebe Road	Antigonishe N.S	14 00	12 00		
Glen Adelaide	Assa. East	102 32	32 00		
Glen Ayla	Peterborough, E.R. O	12 02	12 00		
Glen Aimond	Labelle Q	93 57	36 00		

*Opened 1-5-01. †Opened 1-11-00.

SESSIONAL PAPER No. 24

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Year ended June 30, 1901.

Name of Post Office.	Electoral District	Revenue.	Salary [illegible] previous year.	Expenses Allowances	Net Allowances etc.
		$ cts.	$ cts.	$ cts.	$ cts.
Glen Alpine	Antigonish N S	18 00	16 00		
Glen Andrew	Prescott O	36 24	10 00		
Glen Anglin	Gloucester N B	12 98	12 00		
Glenarbuan	Huron, E R O	78 00	36 00		
Glenarm	Victoria, N R O	179 84	80 00	1 84	
Glen Bean	Wright Q	71 48	30 00		
Glen Bonnet	Dundas O	25 00	12 00		
Glenbrae	Colchester N S	35 00	90 00		
Glencairn	Frontenac O	52 00	20 00		
Glencairn	Simcoe, S R O	275 00	120 00		
Glencairn	Macdonald M	95 25	36 00	10 00	
Glencoe	Inverness N S	10 50	12 00	2 00	
Glencoe	Restigouche N B	12 00	12 00		
Glen Colin	Elgin, E R O	31 01	16 00		
Glencoraddle	King P E I	15 00	12 00		
Glencoe	Guysborough N S	7 00	10 00		
Glencross	Lisgar M	17 00	16 00		
Glen Cross	Caldwell O	21 20	12 00		
Glendale	Inverness N S	11 86	16 00		
Glendale	Middlesex, S R O	204 98	86 00		
Glendale	Macdonald M	5 00	16 00		
Glendenning	Lisgar M	39 82	24 00	2 00	
Glen Donald	Glengarry O	10 53	12 00		
Glendover	Addington O	30 00	16 00		
Glendyer	Grey, S R O	29 08	24 00		
Glenelg	Guysborough N S	10 67	20 00	2 34	
Glenella	Macdonald M	220 47	64 00	5 00	
Glenemma	Yale & Cariboo B C	5 00	20 00		
Glen Eyon	Assa East	107 47	70 00		
Glenfarrang	King's P E I	13 98	12 00		
Glen Farrow	Huron, E R O	26 00	28 00		
Glenfield	Addington O	17 00	12 00		
Glenfinnan	Queen's East P E I	8 00	12 00		
Glenforsa	Marquette M	24 00	20 00		
Glengarry	Inverness N S	8 00	12 00		
Glengarry	Prince West P E I	12 00	12 00		
Glengarry Station	Pictou N S	130 22	63 00	10 00	
Glengarry Valley	Cape Breton N S	14 00	12 00		
Glen Gordon	Labelle Q	218 19	60 00		
Glengyle	Pontiac Q	42 50	24 00		
Glenhaven	Macdonald M	24 12	20 00		
Glen Huron	Simcoe, N R O	140 00	76 00		
Glenis	Muskoka & Parry Sd O	9 78	12 00		
*Glen Island	Lennox O	20 00	10 00		
Glen Ivor	Shefford Q	54 10	36 00		
Glenlea	Provencher M	28 50	36 00		
Glenloe	Wellington, N R O	26 09	12 00		
Glenlyon	Wright Q	11 18	12 00		
Glenlyon	Restigouche N B	12 98	12 00		
Glen Lloyd	Megantic Q	15 20	16 00		
Glen Major	Ontario, W R O	26 00	12 00		
Glen Margaret	Halifax N S	79 50	32 00	20 00	
Glen Martin	Queen's East P E I	12 03	12 00		
Glen Mary	Sask	11 10	12 00		
Glen Meyer	Norfolk, S R O	134 88	72 00		
Glen Miller	Hastings, W R O	70 91	36 00		
Glenmore	Grenville, S R O	16 95	16 00		
Glenmore	Halifax N S	6 00	12 00		

* Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Glen Morris	Wentworth N. & Brant O	105 29	46 00		
Glen Morrison	Cape Breton N.S	11 96	12 00		
Glen Murray	Megantic O	58 91	24 00		
Glenmevis	Glengarry O	55 20	35 00		
Glen Norman	Glengarry O	80 82	32 00		
Glen Oak	Middlesex, S.R. O	28 00	16 00		
Glenora	Inverness N.S	6 00	12 00		
Glenora	Lisgar M	44 04	20 00		
Glenora	Burrard B.C	20 00	43 00		
Glen Orchard	Simcoe, E.R O	35 82	20 00		
Glenorchy	Halton O	32 73	12 00		
Glenpayne	Stormont O	11 00	12 00		
Glen Porter	Northumberland, ..N.B	3 00	12 00		
Glen Rae	Lambton, E.R O	75 00	54 00		
Glen Road	Antigonishe N.S	9 00	12 00		
Glen Ross	Hastings, W.R O	55 79	24 00		
Glenroy	Glengarry O	132 28	60 00	4 00	
Glen Sandfield	Glengarry O	92 08	50 00		
Glenshee	Norfolk, S.R O	36 25	20 00		
Glen Smail	Grenville, S.R. O	26 00	16 00		
Glensmith	Macdonald M	101 60	30 00		
Glen Stewart	Dundas O	76 00	40 00		
Glen Sutton	Brome O	203 50	66 00		
Glen Uig (Pleasant Valley)	Antigonishe N.S	21 25	16 00		
Glenvale	Frontenac O	53 52	24 00		
Glenvale	Westmoreland N.B	6 00	12 00		
Glenville	York, N.R O	32 75	15 00		
Glenville	Inverness N.S	63 40	20 00		10 00
Glen Walter	Glengarry O	43 00	28 00		
Glen William	Queen's East P.E.I	20 85	16 00		
Glen Williams	Halton O	618 67	280 00		
Glen Willow	Middlesex, W.R. O	26 00	24 00		
Glenwood	New Westminster B.C	24 90	20 00		
Glenwood Station	Kent O	96 00	36 00		
Gobeil	Charlevoix O	30 00	16 00		
Gobles	Wentworth N. & Brant O	100 79	88 00		
Godbout	Saguenay O	31 00	20 00		
Godfrey	Addington O	133 50	56 00	2 00	
Godolphin	Northumberland, E.R O	14 00	12 00		
Goff's	Hants N.S	23 54	12 00	2 00	
*Go Home	Simcoe, E.R O	125 00	50 00		
Goldenburgh	Algoma O	39 52	20 00		
Golden Grove	King's N.B	5 00	10 00		
Golden Grove Mills	St. John N.B	4 96	10 00		
Golden Lake	Renfrew, N.R O	160 43	80 00	2 00	
†Golden Plain	Assa. East	21 40	9 00		
Golden Ridge	Carleton N.B	14 00	12 00		
Golden Stream	Macdonald M	9 50	16 00		
Golden Valley	Muskoka & Parry Sd O	47 55	28 00		
Goldenville	Guysborough N.S	300 00	120 00		
Goldfield	Stormont O	10 00	20 00		
Gold River	Lunenburg N.S	74 00	32 00		
Gold Rock	Algoma O	183 83	56 00		
Goldsmith	Essex, S.R O	14 00	16 00		
Goldstone	Wellington, C.R O	199 42	90 00		
‡Goldstone Station	Wellington, C.R O	19 83	5 83		
Goldstream	Vancouver B.C	43 82	24 00		
Golspie	Oxford, N.R O	275 00	100 00		

* Summer office. † Opened 1 10 00. ‡ Opened 1 12 00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Goudola Point	King's N.B	52 98	30 00		
Gower	Selkirk M	37 00	20 00		
Good Corner	Carleton N.B	16 94	12 00		
§Goodlands	Brandon M	114 00	31 67	2 67	
Goodwood	Ontario, W.R. O	234 00	128 00		
Gooseberry Cove	St. John N.B	12 00	12 00		
Goose Creek	St. John N.B	18 00	12 00		
Goose River	King's P.E.I	2 00	12 00		
Gordon	Assa East	8 08	12 00		
Gordon	Essex, S.R O	97 82	48 00		
Gordon Bay	Muskoka & Parry Sd. O	118 58	24 00		
Gordon Head	Victoria City B.C	42 00	18 34		
Gordon Lake	Algoma O	107 47	68 00	2 00	
Gordonsville	Carleton N.B	51 00	20 00		
Gordonville	Wellington, N.R. O	52 86	24 00		
Gore	Hants N.S	75 14	32 00	4 00	
Gore	Richmond Q	73 00	24 00		
Gore's Landing	Northumberland, W.R. O	173 60	76 00		
Goring	Grey, E.R. O	20 00	20 00		
Gorman	Renfrew, S.R. O	20 00	10 00		
Gormley	York, E.R O	82 50	44 00		
Goshen	Albert N.B	11 50	12 00	2 00	
Goshen	Guysborough N.S	70 00	30 00		
Gosport	Lennox O	16 00	12 00		
Gosselin's Mills	Compton Q	35 00	35 00		
Goulais Bay	Algoma O	30 00	20 00		
Goulais River	Algoma O	28 00	16 00		
Gould	Compton Q	212 67	96 00	10 00	
Gould Station	Compton Q	28 00	12 00		
Gouplil	Athabaska Q	6 00	6 83		
Gourock	Wellington, S.R. O	128 50	50 00		
Gowan Brae	King's P.E.I	14 00	9 00		
Gowanstown	Wellington, N.R O	152 50	75 00	25 00	
Gower Point	Renfrew, N.R. O	46 00	35 00		
Gowland Mountain	Albert N.B	12 00	12 00		
Goyeau	Perth, S.R O	23 00	24 00		
Grafton	Assa. West	68 42	32 00		
Grafton	Carleton N.B	15 00	16 00		
Grafton	King's N.S	154 70	60 00		
Graham	Vaudreuil Q	100 50	50 00		
Graham's Road	Queens West P.E.I	61 00	20 00		
Graham's Siding	Colchester N.S	32 94	20 00		
Grahamsville	Peel O	51 51	30 00		
Grahamville	Northumberland N.B	12 98	12 00		
Grainger	Q	16 00	12 00		
Grande Anse	Richmond N.S	21 00	16 00	50 00	10 00
Grand Bay	King's N.B	37 90	28 00		
Grande Baie	Chicoutimi Q	227 48	90 00	6 00	30 00
Grand Bend	Middlesex, N.R O	149 58	70 00		
Grande Cascapedia	Bonaventure Q	232 82	84 00		
Grande Clairière	Brandon M	78 88	44 00		
Grand Desert	Hants N.S	38 92	20 00		
Grande Entry	Gaspé Q	98 50	30 00		
Grande Fromage	Two Mountains Q	71 00	24 00		
Grande Grève	Gaspé Q	244 00	108 00		
Grande Ligne	St. John's Q	249 69	120 00		
Grand Montagne	Beauce Q	43 06	16 00		

* Opened 1 11 00. † Closed 1 4 01. ‡ Opened 1 8 00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ c.	$ cts	$ cts.
Grande Pointe	Provencher, M	4 16	10 00		
Grandes Coudées	Beauce, Q	9 00	12 00		
Grand Falls Portage	Victoria, N.B	6 00	12 00		
Grands Fonds	Charlevoix, Q	5 00	12 00		
Grand Harbour	Charlotte, N.B	900 00	80 00	8 00	
Grandigne	Kent, N.B	24 50	24 00	2 00	
Grandique Ferry	Richmond, N.S	22 00	10 00		
Grand Lake	Cape Breton, N.S	2 50	10 00		
Grand Lake Station	Halifax, N.S	3 00	12 00		
Grand Mira, North	Cape Breton, N.S	11 18	12 00		
Grand Mira, South	Cape Breton, N.S	14 94	12 00		
Grand Narrows	Cape Breton, N.S	207 00	70 00		
Grand Narrows, Rear	Victoria, N.S	5 00	24 00		
Grand Pabos	Gaspé, Q	99 50	36 00		18 00
Grand Rang	Dorchester, Q	36 00	16 00		
†Grand Rapids	Sask	15 00	7 00		
Grand River	Richmond, N.S	155 94	64 00	30 00	
Grand River Falls	Richmond, N.S	17 48	12 00		
Grand St. Esprit	Nicolet, Q	50 00	24 00		
Grand St. Louis	Nicolet, Q	21 00	12 00		
Grande Tracadie	Queen's East, P.E.I	16 10	16 00		
Grande Vallée	Gaspé, Q	106 16	24 00		
Grandview	Queen's East, P.E.I	32 00	20 00	6 00	
Grange	Lisgar, M	20 00	18 00		
Granges	Cardwell, O	24 00	12 00		
Granite Creek	Yale & Cariboo, B.C	85 00	56 00		
Granite Hill	Muskoka & Parry Sd, O	16 44	12 00	2 00	
Granite Village	Shelburne & Queen's, N.S	13 00	12 00		
Granitteville	Stanstead, Q	99 00	48 00		
Grant	Russell, O	21 98	16 00		
Grant	Westmoreland, N.B	39 98	20 00		
Grantham	Vancouver, B.C	28 00	16 00		
Grantham	Oxford, N.R, O	38 96	16 00		
Grantley	Dundas, O	160 75	78 00		
Granton	Pictou, N.S	47 50	20 00		
Granville	Queen's West, P.E.I	54 00	24 00		
Grassmere	Muskoka & Parry Sd, O	9 05	22 00		
Grass River	Macdonald, M	14 96	12 00		
Grassy's Corners	Wentworth, S.R, O	85 84	24 00	2 67	
Grattan	Northumberland, N.B	16 00	12 00		
Gratton	Renfrew, S.R, O	59 48	24 00		
*Gratton Corner	Prescott, O	5 00	0 83		
Gravel Hill	Stormont, O	24 00	16 00		
Grayrock	Peterboro', E.R, O	26 00	12 00		
Great Desert	Nipissing, O	16 96	12 00		
Greece's Point	Argenteuil, Q	99 00	48 00		
Greeley	Russell, O	31 70	18 00		
Greenbank	Ontario, S.R, O	223 53	90 00		
Green Bay	Algoma, O	12 00	24 00		
Greenbush	Brockville, O	107 10	50 00		
Greenbush	York, N.B	12 00	12 00		
Green Cove	Victoria, N.S	20 20	10 00		
Greenlade	Antigonishe, N.S	2 00	10 00		
Greenfield	Carleton, N.B	35 00	16 00		
Greenfield	Shelburne & Queen's, N.S	98 16	40 00	2 00	
Greenfield	Colchester, N.S	31 00	16 00		
Green Harbour	Shelburne & Queen's, N.S	38 38	20 00		
Green Hill	Pictou, N.S	36 00	20 00		
Green Hill	York, N.B	28 98	12 00		

† Opened 1-12 00.

* Opened 1 6 01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Greenland	Provencher M	36 46	10 00		
*Green Lake	Sask	7 00	5 00		
Greenlaw	Alta	3 00	12 00		
Greenmount	Prince West P.E.I	18 00	12 00		
Greenock	Bruce, E.R O	72 28	48 00		
Green Point	Prince Edward O	20 00	12 00		
Green Point	Gloucester N.B	148 48	30 00		
Green Ridge	Provencher M	19 00	16 00		
Green River	Temiscouata Q	35 00	20 00		
Green River	Ontario, W.R O	165 70	64 00		
Green River	Victoria N.B	18 00	12 00		
Green Road	Carleton N.B	15 25	12 00		
Green's Brook	Pictou N.S	22 00	12 00		
Green's Creek	Colchester N.S	33 95	20 00		
Greensville	Wentworth, S.R O	162 00	70 00		
Greenvale	Pictou N.S	7 00	12 00		
Greenvale	Kings P.E.I	22 00	12 00		
Green Valley	Glengarry O	102 00	56 00	36 00	
Greenview	Hastings, N.R O	11 65	12 00		
Greenville Station	Cumberland N.S	86 00	50 00	6 00	
Greenway	Middlesex, N.R O	175 00	76 00		
Greenway	Lisgar M	97 96	75 00		
Greenwich	King's P.E.I	11 97	12 00		
Greenwich Hill	King's N.B	44 94	16 00		
Greenwood	Selkirk M	17 85	16 00		
Greenwood	King's N.S	12 00	12 00		
Greer	St. John N.B	26 00	12 00		
Grest Mount	Pontiac Q	31 00	20 00		
Gregory	Simcoe, E.R O	136 06	40 00	2 00	
Grantel	Simcoe, N.R O	18 46	16 00		
Grenier	Beauce Q	27 20	10 00		
Gresham	Bruce, W.R O	45 00	30 00		
Gretna	Lennox O	9 00	12 00		
Greys Mills	King's N.B	31 98	16 00		
Greywood	Annapolis N.S	40 00	12 00		
Grierstord	Renfrew, N.R O	26 00	16 00		
Grierson	Alta	31 14	20 00		
Grierville	Grey, E.R O	51 42	30 00		
Griffin	Stanstead Q	20 00	20 00		
Griffin Cove	Gaspe Q	35 85	24 00		12 00
Griffin's Corners	Elgin, E.R O	68 00	36 00		
Griffith	Renfrew, S.R O	128 82	50 00	6 00	
Grimsby Centre	Wentworth, S.R O	20 00	16 00		
*Grimsby Park	Wentworth, S.R O				
Grimsthorpe	Algoma O	41 76	20 00		
Grimston	Grey, N.R O	15 64	12 00		
Grit	Nipissing O	7 85	10 00		
Grondines	Portneuf Q	297 01	120 00		
Grondines Station	Portneuf Q	27 00	20 00		
Grosses Coques	Digby N.S	17 96	24 00		
Grosses Roches	Rimouski Q	20 20	12 00		12 00
Grosvenor	Gaysborough N.S	5 00	12 00		
Grove Park	Assa Dist	3 50	10 00		
Groveend	Elgin, E.R O	51 05	24 00		
Groves Point	Cape Breton N.S	19 00	12 00		
Groveton	Grenville, S.R O	20 00	12 00		
Grutter	Marquette M	79 16	28 00		
Grund	Lisgar M	45 00	20 00		

*Opened January 30, 1901. * Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices – Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Grunthal	Provencher. M	81 80	44 00		
Gueguen	Kent. N.B	14 98	12 00		
Guigues	Pontiac Q	82 20	24 00		
*Guimond	Kent. N.B	13 00	7 50		
Guilds	Kent O	142 89	80 00		
Gulf Shore	Cumberland. N.S	13 80	12 00		
Gull Cove	Cape Breton N.S	16 20	12 00		
Gull Creek	Addington O	28 14	12 00		
Gull Lake	Assa. West	76 05	30 00		9 75
Gunning Cove	Shelburne & Queen's. N.S	103 00	36 00	2 00	
Gunter	Hastings, N.R O	84 00	24 00		
Guthrie	Simcoe, E.R O	60 00	28 00		
Guthrie	Missisquoi Q	29 91	20 00		
Guysborough	Norfolk, S.R O	93 62	44 00		
Guysborough Intervale	Guysborough N.S	58 08	20 00	2 00	
Gypsum Mines	Haldimand & Monck . O	38 60	20 00		
HABERMEHL	Grey, S.R O	25 94	16 00		
Hackett's Cove	Halifax N.S	32 48	24 00		
Haddo	Dundas O	50 50	16 00		
Hadlington	Peterborough, E.R. O	20 00	10 00		
Hadlow Cove	Levis Q	100 00	48 00	10 00	
Hagan	Vancouver B.C	19 00	20 00		
Hagensborg	Burrard B.C	68 14	36 00		
Hagerman's Corners	York, E.R O	51 00	20 00		
Hague	Sask	233 25	80 00		
Hainsville	Dundas O	80 60	36 00		
Halbstadt	Lisgar M	50 00	10 00		
Halcomb	Northumberland N.B	10 20	12 00		
Halcro	Sask	47 00	16 00		
Haldane Hill	Muskoka & Parry Sd. O	41 16	24 00		
Haldimand	Gaspe Q	48 00	10 00		
Haley Station	Renfrew, N.R O	149 34	68 00	2 50	
Half Island Cove	Guysborough N.S	32 53	16 00		8 00
Halfway	Nipissing O	158 94	100 00		
Halfway Brook	Colchester N.S	33 98	20 00		
Halfway Cove	Guysborough N.S	25 50	12 00		10 00
Halfway River Station	Cumberland N.S	45 00	24 00	6 00	
Hall	Yale & Cariboo B.C		40 00		
Halleton	Huntingdon Q	72 54	44 00		
Halloway	Hastings, E.R O	80 56	36 00		
Hall's Bridge	Peterborough, W.R. O	142 30	56 00	4 00	
Hall's Glen	Peterborough, E.R O	15 98	12 00		
Hall's Harbour	Kings N.S	40 00	20 00		
Hall's Lake	Victoria, N.R O	18 00	10 00		
Hall's Mills	Lanark, N.R O	63 92	24 00		
Hall's Prairie	New Westminster B.C	45 46	30 00		
Hall's Stream	Compton Q	19 00	26 00	4 00	
Hallville	Dundas O	202 78	70 00		
Halpenny	Lanark, N.R O	4 00	12 00		
†Halstead	Marquette M	17 42	8 42		
Halston	Hastings, E.R O	8 12	12 00		
Halversen	Pontiac Q	16 00	12 00		
Hamill's Point	Simcoe, E.R O	141 70	50 00		
Hamilton	Prince Edt. P.E.I	41 00	16 00		
Hamilton Beach	Wentworth, S.R O	81 00	51 00		

* Opened 1-10-00. † Opened 19-10-'00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.		Revenue.	Salary (based on revenue of previous year).	Forward Allowances.	Night Allowances.
			$ cts.	$ cts.	$ cts.	$ cts.
Hamilton Cove	Sagueney	Q	54 92	20 00	14 00	
Hamilton Mountain	Sunbury & Queen's	N B	10 95	12 00		
Hamlet	Simcoe, E R	O	65 84	20 00		
Hammond	Russell	O	141 93	60 00		
Hammondvale	King's	N B	31 00	40 00	4 00	
Hampden	Grey, S R	O	32 50	20 00		
Hamstone	Queen's West	P E I	15 00	12 00		
Hampshire Mills	Simcoe, E R	O	25 80	16 00		
Hampstead	Oxford, N R	O	140 01	48 00		
Hampton	Prince, East	P E I	112 15	50 00	4 00	
Hampton	Annapolis	N S	130 00	44 00		
Hamtown	York	N B	9 00	12 00		
Hamesville	Yale & Cariboo	B C	66 55	32 00		
Hanford Brook	St. John	N B	21 60	16 00		
Hanlan	Peel	O	12 50	16 00		
Hanlan	Selkirk	M	27 16	20 00		
Hannon	Wentworth, S R	O	65 45	28 00		
Hanstead	Cumberland	N S	53 48	24 00	2 00	
Hanwell	York	N B	15 00	12 00		
Happy Valley	Victoria	B C	18 00	20 00		
Harcourt	Carleton	O	85 00	36 00		
Harbour Road	Antigonish	N S	15 00	10 00		
Hardscrabble	King's	N S	93 00	60 00		
*Hardinge	Addington	O	8 00	8 00		
Hardingville	St. John	N B	25 16	16 00		
Hardwicke	Northumberland	N B	97 44	40 00		
Hardwood Flat	Cornwall	O	17 00	12 00		
Hardwood Lake	Renfrew, S R	O	7 50	10 00		
Hardwood Lands	Hants	N S	14 20	12 00		
Hardwood	Westmoreland	N B	5 00	10 00		
Hargrave	Brandon	M	273 80	110 00		12 80
Harkaway	Grey, E R	O	265 75	96 00		
Harlem	Leeds, S R	O	57 98	20 00		
Harley	Oxford, S R	O	98 12	48 00	30 00	
Harlow Road	Sunbury & Queen's	N B	11 98	12 00		
Harlock	Hastings, S R	O	47 92	24 00		
Harmony	Addington	O	45 12	28 00		
Harmsworth		Alta	34 36	10 00		
Harmsworth	King's	N S	20 98	12 00		
Harmony Mills	Stormont, Dundas & Glengarry	N S	58 73	30 00	2 00	4 00
Harold	Hastings, N R	O	69 03	40 00		
Harpen	Lennox, S R	O	77 00	48 00		
Harper's Camp	York & Carleton	N B	126 70	80 00		
*Harper's Corners	Wentworth, S R	O	18 50	6 67		
Harperville	Selkirk	M	15 00	12 00		
Harpers	Middlesex, N R	O	50 50	16 00		
Harrigan Cove	Hants	N S	110 98	36 00		
Harrington	Queen's East	P E I	12 03	12 00		
Harrington, East	Argenteuil	Q	131 46	40 00	2 00	
Harrington Harbour	Saguenay	Q	6 00	12 00		
Harrison's Corners	Compton	Q	100 50	44 00		
Harrison Hot Springs	New Westminster	B C	56 34	200 00		
Harrison River	New Westminster	B C	300 01	60 00		
Harrison Road	Cumberland	N S	31 00	12 00		
Harrison Settlement	Cumberland	N S	12 00	12 00		
Harrison's	Westmoreland	N B	8 00	12 00		
Harrowsmith	Marquette	M	39 00	20 00		
Harrold	Muskoka & Parry Sd	O	12 20	12 00		

*Closed 1-1-01. †Opened 1-11-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hartfield	York, N.B	21 87	12 00		
Hartford	Norfolk, N.B., O	121 38	48 00		
Hartford	Cumberland, N.S	88 48	30 00		
Hartford	Carleton, N.B	8 98	12 00		
Hartington	Addington, O	100 00	50 00	4 00	
Hartley	Victoria, N.B., O	101 04	40 00		
Hartsmere	Addington, O	44 98	20 00		
Hartsville	Prince Edward, P.E.I	17 50	12 00		
Hartville	Hants, N.S	50 96	30 00		
Harvard Lakes	Inverness, N.S	17 00	12 00		
Harvey	Renfrew, S.R., O	82 36	30 00		
Harvey Bank	Albert, N.B	117 00	70 00		
Harwich	Kent, O	152 50	65 00		
Harwood	Northumberland, W.R., O	129 79	76 00		
Harwood Plains	Carleton, O	11 00	12 00		
Haseville	Missisquoi, O	7 00	10 00		
Hassett	Digby, N.S	9 46	12 00		
Hastings	Cumberland, N.S	15 60	12 00		
Hastings	Albert, N.B	11 92	12 00		
Hatchley Station	Oxford, S.R., O	62 00	20 00		
Hatfield Point	King's, N.B	161 28	60 00	7 34	
Hatherton	Grey, E.R., O	15 18	12 00		
Hatzic Prairie	New Westminster, B.C	15 00	20 00		
Haultain	Peterborough, E.R., O	23 20	16 00		
Hauteur	Rimouski, O	21 00	10 00		
Havelock	Digby, N.S	36 92	16 00		
Havergal	Hastings, N.R., O	53 98	24 00		
Hawk Lake	Algoma, O	37 00	16 00		12 00
Hawkshaw	York, N.B	69 28	36 00		
Hawley	Lennox, O	27 75	20 00		
Hawthorne	Russell, O	31 72	16 00		
Hawthorne	Inverness, N.S	13 00	12 00		
Hawtrey	Oxford, S.R., O	298 50	120 00	20 00	
Hay	Perth, S.R., O	231 85	100 00		
Hay Bay	Lennox, O	30 92	12 00		
Haybourn	Lennox, O	27 90	16 00		
Hay Cove	Richmond, N.S	8 35	12 00	12 00	
Haydon	Durham, W.R., O	56 50	30 00		
Hayesland	Wentworth, S.R., O	30 00	16 00		
Hayesville	York, N.B	26 00	16 00		
Hayfield	Brandon, M	45 66	20 00		
*Haynes	Alta.	21 00	9 00		
Hay's River	Inverness, N.S	15 00	12 00	2 00	
Haysville	Waterloo, S.R., O	192 47	90 00		
Hayward	Assa. East	17 12	16 00		
Hazel Cliff	Assa. East	84 98	50 00		
Hazelbean	Carleton, O	113 00	62 00		
Hazel Grove	Queen's West, P.E.I	15 00	12 00		
Hazel Land	Argenteuil, Q	22 50	10 00		
Hazelmere	New Westminster, B.C	56 68	24 00		
Hazelton	Barrard, B.C	97 93	20 00		
Hazelwood	Assa. East	37 84	10 00		
Hazzard's Corners	Hastings, N.R., O	15 00	20 00		
Headford	York, E.R., O	43 50	20 00		
Headingly	Selkirk, M	200 00	80 00		
Head Lake	Victoria, N.R., O	13 87	14 00		
Head of Amherst	Cumberland, N.S	66 00	24 00		
Head of Cardigan	King's, P.E.I	18 00	12 00		

*Opened 1-10-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Head of Chezzetcook	Halifax, N.S	97 69	40 00	5 00	
Head of Hillsborough	Kings, P.E.I	13 00	12 00		
Head of Indian Harbour Lake	Guysborough, N.S	66 00	20 00		
Head of Jeddore	Halifax, N.S	49 38	30 00	6 00	
Head of Jordan River	Shelburne & Queen's, N.S	199 26	84 00		
Head of Millstream	Kings, N.B	37 25	16 00		
Head of River Hebert	Cumberland, N.S	89 00	40 00		
Head of St. Margaret's Bay	Halifax, N.S	119 00	60 00		
Head of Tatamagouche Bay	Colchester, N.S	53 50	28 00	6 00	
Head of Tide	Restigouche, N.B	30 00	16 00	8 00	
Head	Vancouver, B.C	3 00	16 00		
*Heaby's	Carleton, O	57 00	2 50		
Heaslips	Brandon, M	42 12	40 00		
Heathbell	Pictou, N.S	22 96	16 00		
Heather	Lambton, E.R, O	11 96	12 00		
Heatherdale	Kings, P.E.I	33 60	14 00		
Heatherton	Antigonishe, N.S	230 00	90 00	14 00	
Heathton	Stanstead, Q	52 48	35 00		
Heberville Station	Chicoutimi, Q	236 00	80 00		
Hebron	Albert, N.B	12 00	12 00		
Hecla	Selkirk, M	43 29	16 00		
Heckston	Grenville, N.R, O	155 16	60 00		
Hectanooga	Digby, N.S	82 96	36 00		
Hedgeville	Pictou, N.S	18 00	12 00		
Hedleyville	Quebec, Q	105 00	40 00		
Hedmestord	Assa. West	16 20	12 00		
Heidelburg	Waterloo, N.R, O	241 00	123 00		
*Heimra	Muskoka & Parry Sd., O	9 50	10 00		
Hekkla	Muskoka & Parry Sd., O	27 00	12 00		
Helena	Huntingdon, Q	62 50	35 00		
†Helen Mine	Algoma, O	233 50	6 36		
Hemford	Lunenburg, N.S	57 00	30 00		
Hemmson	Dorchester, Q	48 98	28 00		
Hemlock	Norfolk, S.R, O	44 24	20 00		
Henderson Settlement	Sunbury & Queen's, N.B	12 00	12 00		
Henderson Settlement	Cumberland, N.S	37 50	24 00		
Hendersen's Grove	Megantic, Q	53 96	20 00		
Henderson Vale	Megantic, Q	8 00	12 00		
Hendryx	Huron, E.R, O	54 92	28 00		
Hentagar	Hants, N.S	28 02	12 00		
Henry	Prescott, O	22 60	16 00		
Henrysburg	Missisquoi, Q	74 78	36 00		
Henrys Corners	Bothwell, O	6 00	10 00		
Herdman	Huntingdon, Q	92 00	48 00		
Hereford	Compton, Q	36 00	24 00		
Hereward	Wellington, C.R, O	62 39	30 00		
Hermit Bay	Bonsard, B.C	94 31	36 00		
Hermanville	Kings, P.E.I	12 00	12 00		
Hermon	Hastings, N.R, O	92 94	36 00		
Herongield	Brandon, M	4 00	16 00		
Heron	Assa. East	6 00	12 00		
Heron Bay	Algoma, O	95 00	50 00		
Heron Island	Restigouche, N.B	6 00	12 00		
Herronville	Champlain, Q	79 08	24 00		
Herring Cove	Halifax, N.S	15 50	12 00		
Hersmers Mills	Lanark, N.R, O	21 90	20 00		
Hesse	Perth, N.R, O	148 93	40 00		
Hewatt	Haldimand & Monck, O	52 84	28 00		

*Opened, 1 4 01. †Summer office opened 4 8 00. ‡Opened 12 11 00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hexham	Northumberland....N.B	18 00	12 00	.....	.....
Heywoth	Wright.. Q	52 34	20 00	.....	.....
Hiawatha	Peterborough, E.R....O	20 00	12 00	.....	.....
Hibernia	Sunbury & Queen's..N.B	40 00	20 00	.....	.....
Hickson	Oxford, N.R O	219 80	90 00	.....	.....
Hicksville	Assa. West	9 92	10 00	.....	.....
Hicksville	Westmoreland ... N.B	6 00	12 00	.....	.....
Higgin's Road	Prince West. ... P.E.I	47 94	16 00	.....	.....
High Bank	Queen's East..... P.E.I	24 00	16 00	.....	.....
Highbury	King's .....N.S	12 00	12 00	.....	.....
High Falls	Renfrew, S.R.....O	9 00	12 00	.....	.....
*High Falls	Wright ..... Q	55 17	10 00	.....	.....
Highfield	York, W.R.....O	60 82	20 00	.....	.....
Highfield	Hants ..... N.S	30 00	20 00	.....	.....
Highfield	Sunbury & Queen's .N.B	28 20	12 00	.....	.....
Highland	Guysboro ..... N.S	10 00	10 00	.....	.....
Highland Grove	Peterborough, E.R O	164 68	40 00	7 00	.....
Highland Village	Colchester .....N.S	33 00	16 00	.....	.....
Highlands	Carleton..... N.B	19 60	28 00	.....	.....
High View	Assa. East	61 00	28 00	.....	.....
Hildegard	Westmoreland .....N.B	6 00	12 00	.....	.....
Hilden	Colchester .....N.S	34 30	16 00	.....	.....
Hillandale	Victoria.....N.B	14 00	12 00	.....	.....
Hillaton	King's..... N.S	82 66	30 00	.....	.....
Hillburn	Assa. East	32 29	16 00	.....	.....
Hill Crest	Megantic Q	15 29	12 00	.....	.....
Hillesden	Assa. East	52 12	24 00	.....	.....
Hill Farm	Assa. East	61 19	30 00	.....	.....
Hill Grove	Digby ..... N.S	61 00	24 00	.....	.....
Hill Head	Argenteuil..... Q	29 02	12 00	.....	.....
Hillhurst	Compton Q	159 40	76 00	.....	.....
Hillier	Prince Edward.....O	151 00	72 00	8 00	.....
Hillman	Essex, S.R O	17 00	12 00	.....	.....
Hillsborough	Lambton, W.R. O	4 00	12 00	.....	.....
Hillsborough	Inverness .....N.S	50 70	20 00	.....	6 00
Hillsboro	Annapolis N.S	26 00	12 00	.....	.....
Hillsdale	Inverness .....N.S	12 00	12 00	.....	.....
Hillsdale	King's N.B	35 05	20 00	.....	.....
Hill's Green	Huron, S.R O	99 00	40 00	.....	.....
Hillside	Mississquoi Q	16 00	10 00	.....	.....
Hillside	Cape Breton ..... N.S	16 00	12 00	.....	.....
Hillside	Albert ..... N.B	4 00	10 00	.....	.....
Hillside	Muskoka & Parry Sd. O	30 92	12 00	.....	.....
Hillside, Boulardarie	Cape Breton ..... N.S	13 50	10 00	.....	.....
Hillsvale	Hants ..... N.S	8 00	12 00	.....	.....
Hilltop	Marquette ..... M	10 00	9 00	.....	.....
Hillview	Brandon ..... M	65 16	42 00	.....	.....
Hilly Grove	Algoma ..... O	25 78	16 00	.....	.....
Hinch	Addington ..... O	18 16	16 00	.....	.....
Hiram	Albert ..... N.B	27 45	12 00	.....	.....
Hirsch	Assa. East	34 35	20 00	.....	.....
Hiuness	Selkirk ..... M	67 50	30 00	.....	.....
Hoard's Station	Northumberland, E.R O	82 85	48 00	.....	.....
Hoasac	Dundas..... O	14 00	12 00	.....	.....
Hoath Head	Grey, N.R..... O	40 94	20 00	.....	.....
Hobart	Simcoe, E.R O	13 98	12 00	.....	.....
Hochstadt	Provencher ..... M	23 00	24 00	.....	.....
Hockley	Caledon ..... O	138 98	65 00	.....	.....

*Opened 1-10-00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (stated on return of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hodgins	Pontiac, Que.	29 24	12 00		
Hodson	Preston, N.S.	25 74	16 00		
Hogan	Hastings, N.R., Ont.	53 28	10 00		
Hollbrook	Oxford, S.R., Ont.	84 86	32 00		
Hollberville	King, N.B.	28 55	16 00		
Holiday	Oxford, N.R., Ont.	18 00	16 00		
Holland's Mills	Labelle, Que.	49 87	32 00		
Hollinske	Alta.	51 98	30 00		
Hollyford	Addington, Ont.	27 18	12 00		
Holly	Simcoe, S.R., Ont.	51 00	20 00		
Holly Park	York, N.R., Ont.	8 50	12 00		
Holmesville	Carleton, N.B.	16 00	12 00		
Holmesville	Huron, W.R., Ont.	170 68	76 00	10 00	
Holmfield	Lisgar, Man.	370 68	140 00		
Holt	York, N.R., Ont.	47 00	20 00		
Holton	Chateauguay, Que.	61 92	28 00	8 00	
Holywood	Bruce, W.R., Ont.	107 00	57 00		
Homer	Lincoln & Niagara, Ont.	90 02	30 00		6 00
Homeville	Cape Breton, N.S.	25 00	16 00		
Homera	Algoma, Ont.	73 46	36 00	2 17	
Homerville	St. Johns & Iberville, Que.	69 98	10 00		
Hope Bay	Bruce, N.R., Ont.	59 68	24 00		
Hopefield	Renfrew, S.R., Ont.	3 00	12 00		
Hopefield	Queen's East, P.E.I.	17 50	12 00		
Hope River	Queen's West, P.E.I.	27 88	16 00		
Hope Station	Yale & Cariboo, B.C.	42 58	8 33	84	
Hopetown	Bonaventure, Que.	61 50	28 00		12 00
Hopetown	Lanark, N.R., Ont.	101 07	36 00	4 00	
Hopeville	Grey, E.R., Ont.	106 50	64 00		
Hopewell	Albert, N.B.	32 00	20 00		
Hopper	Albert, N.B.	31 00	12 00		
Horning	Halton, Ont.	19 50	20 00		
Hornby Island	Vancouver, B.C.	64 15	56 00		
Hornerville	Victoria, N.R., Ont.	26 00	24 00		
Horne's Road	Cape Breton, N.S.	15 00	12 00		
Horsefly	Yale & Cariboo, B.C.	29 20	30 00		
Horse Hills	Alta.	2 00	16 00		
Horseto	Muskoka & Parry Sd., Ont.	17 00	12 00		
Horsetown	Peterborough, E.R., Ont.	20 00	16 00		
Horsey	Norfolk, S.R., Ont.	175 26	40 00		
Horsey's Rapids	Ontario, N.R., Ont.	74 92	36 00		
Howard	Marquette, Man.	57 00	27 00		
Howard Valley	Argenteuil, Que.	31 00	16 00		
Howe Island	Frontenac, Ont.	24 00	12 00		
Howe Sound	Barnard, B.C.	50 47	20 00		
Howden	Middlesex, S.R., Ont.	36 10	16 00		
Howell	Yale & Cariboo, B.C.	29 00	52 00		
Howesville	Argenteuil, Que.	338 44	100 00	20 00	
Hubley Settlement	Halifax, N.S.	58 18	24 00		
Hudson	Middlesex, S.R., Ont.	94 00	40 00		
Hudson Heights	Vaudreuil, Que.	324 08	120 00		
Hudson's Landing	Sunbury & Queen's, N.B.	4 00	16 00		
Huggard	Dundas, Ont.	16 50	20 00		
Hulbert	Yale & Cariboo, B.C.	28 26	20 00	2 00	
Hulmeville	York, W.R., Ont.	97 32	50 00		
Humber Bay	York, W.R., Ont.	268 00	160 00		
Humboldt	York, Dist. of N.W.T.	65 00			
Hume's Valley	Macdonald, Man.	3 00	20 00		

* Opened 1-2-01. † Salary, &c., entered in Auditor General's Report. ‡ Closed 1-2-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Hunter's Home	Sunbury & Queen's...N.B	13 96	12 00		
Hunter's Mountain	Victoria N.S	23 96	16 00		
Hunter's Point	Pontiac Q	19 00	60 00		
Hunter's River	Queen's West.....P.E.I	226 31	100 00	60 00	
Hunterstown	Maskinongé Q	62 20	28 00		
Huntingdon	New Westminster ...B.C	103 20	45 00		
Huntingfield	Huron, E.R.....O	45 00	20 00		
Hurtington	Cape Breton N.S	8 00	12 00		
Huntingville	Sherbrooke Q	55 85	24 00		
Huntley	Lanark, N.R. O	106 00	44 00		
Hunt's Point	Shelburne & Queen's N.S	28 50	16 00		
Hurdman's Bridge	Russell O	34 14	16 00		
Hurdville	Muskoka & Parry Sd...O	58 00	16 00		
Hurondale	Perth, S.R O	14 96	12 00		
Hussevick	Selkirk M	31 16	16 00		
Hutchinson	Middlesex, N.R O	8 00	12 00		
Hutchinson Settlement	Halifax N.S	3 25	12 00		
Hutton House	Simcoe, E.R O	73 10	20 00		
Huttonsville	Peel O	127 75	70 00		
Hyela	Hastings, N.R O	48 00	20 00		
Hyde Park Corner	Middlesex, E.R. O	145 92	60 00		
Hyder	Lisgar M	31 54	30 00		
Hyners	Algoma O	104 91	7 50		
Hyndford	Renfrew, S.R. O	125 00	48 00		
Hyndman	Grenville, S.R.....O	13 90	12 00		
ICELANDIC RIVER	Selkirk M	46 60	100 00	5 00	
Ida	Durham, E.R.....O	76 01	40 00		
Ida	Sunbury & Queen's N.B	5 00	10 00		
Ignace	Algoma O	206 73	110 00		21 71
Ilfracombe	Muskoka & Parry Sd. O	28 12	24 00		
Iludo	Kings N.B	11 98	12 00		
Ilsley	Sunbury & Queen's. N.B	19 00	12 00		
Indian Brook	Victoria N.S	21 03	12 00		
Indian Ford	Macdonald M	84 08	30 00		
Indian Harbour	Halifax N.S	80 74	36 00		
Indian Island	Charlotte N.B	28 35	16 00		
Indian Lacrete	Ontario O	211 03	84 00	20 00	
Indian Mountain	Westmoreland N.B	4 00	10 00		
Indian Point	Lunenburg N.S	26 50	12 00		
Indian River	Peterborough, E.R O	17 00	16 00		
Indian River	Prince, East P.E.I	48 03	20 00		
Indian Road	Hants N.S	22 00	12 00		
Ingle	Addington.....O	27 98	20 00		
Ingleside	Macdonald M	34 08	20 00		
Ingles Falls	Grey, N.R.....O	60 00	20 00		
Inglisville	Annapolis.....N.S	29 00	16 00		
Ingoldsby	Victoria, N.R O	34 94	20 00		
Ingolf	Algoma O	65 03	5 00		
Ingonish	Sydney & Queen's N.S	57 94	24 00		
Ingonish Centre	Victoria N.S	19 98	10 00		
Ingonish Ferry	Victoria N.S	13 00	12 00		
Ingram River	Halifax N.S	92 85	24 00		
Inkerman	Muskoka & Parry Sd. O	24 94	20 00		
Innerkip	Oxford, E.R O	17 42	16 00		
Innisfil	Dundas O	429 53	100 00		

† Opened 1-10-00. Opened 1-1-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Inlet	Labelle, ... Q	42 73	16 00		
Innisfil	Simcoe, S.R. O	25 00	16 00		
Innisville	Lanark, S.R. O	80 50	40 00		
Insinger	Assa. East	56 70	20 00		
Intervale	Westmoreland ..N.B	12 00	12 00		
Inverbaugh	Wellington, C.R O	9 00	12 00		
Inverhuron	Bruce, W.R O	97 82	50 00		
Inverness	Prince West P.E.I	18 75	12 00		
Inverness Asylum	Inverness N.S	30 00	10 00		
Ione Station	Elgin, W.R.....O	232 29	108 00	6 00	
†Iroland	Renfrew, S.R O	2 98	3 00		
Irena	Dundas, O	132 44	33 00	4 00	
Ireton	Yarmouth N.S	15 01	12 00		
Iris	Queens East P.E.I	22 00	12 00		
Irish Cove	Cape Breton N.S	94 50	36 00	2 00	
Irish Lake	Grey, S.R. O	24 96	12 00		
Irishtown	Westmoreland N.B	15 46	10 00	6 00	
Iron Bound Cove	Sunbury & Queen's N.B	14 00	10 00		
Iron Bridge	Algoma .....O	159 26	72 00	5 67	
Iron Hill	Bronce Q	110 98	50 00		
Iron Mines	Inverness N.S	16 50	12 00		
Iron Ore	Pictou .....N.S	18 00	12 00		
Iron Rock	Pictou N.S	16 00	12 00		
Ironside	Wright Q	102 82	36 00		
Irvine	Megantic Q	18 00	12 00		
Irving	Assa. West	35 75	9 17		
Irving's Landing	Burrard B.C	18 20	18 00		
Irving Settlement	Albert N.B	14 00	12 00		
Isabel	Selkirk M	16 00	12 00		
Isherwood	Algoma .....O	20 98	16 00		
Island Brook	Compton Q	154 58	76 00	2 00	
Island East River	Pictou N.S	26 67	10 00		
*Island P	Simcoe, E.R.....O	10 00	10 00		
Island River	Gloucester N.B	14 00	16 00		
Islay	Victoria, N.R O	48 00	24 00		
Isle au Coudres	Charlevoix Q	46 00	24 00	2 16	
Isle aux Grues	Montmagny Q	82 00	40 00		
Isle aux Noix	St. John's & Iberville Q	150 56	56 00		
Isle Bizard	Jacques Cartier Q	19 32	20 00		
Isle-des-Chênes	Provencher M	13 40	12 00		
Isle Dorats	Berthier Q	36 00	40 00		
Isle Perrot	Vaudreuil Q	13 00	16 00		
Isle Perrot, North	Vaudreuil Q	35 00	20 00		
Islington	York, W.R. O	141 01	64 00		
Italy Cross	Lunenburg N.S	23 45	16 00	2 00	
Ivan	Middlesex, S.R O	90 87	40 00		
Iverna	Victoria N.S	13 00	12 00		
Ives	Wolfe Q	46 00	20 00		
Ivey	Temiscouata .....Q	163 00	64 00		
Ivy	Simcoe, S.R.....O	167 17	72 00		
Ivy Lea	Leeds, S.R. .....O	152 38	40 00		
JACKFISH LAKE	Sask.	12 00	12 00		
Jackman	York & Carleton N.B	15 00	14 67		
Jacks Lake	Simcoe, N.R O	32 50	20 00		
Jackson	Cumberland .....N.S	35 00	16 00		

† Closed 1-10-00. * Summer office opened 1-9-00. ‡ Opened 1-8-00. Opened 1-9-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Jackson	Grey, N. R. ..... O	98 09	36 00		
Jacksontown	Carleton .....N.B	16 00	16 00		
Jacksonville	Cape Breton.....N.S	27 20	28 00		
Jaffa	Elgin, E. R. ..... O	19 94	16 00		
James River	Antigonishe ..... N.S	15 25	12 00		
James River Station	Antigonishe ..... N.S	83 60	30 00	24 00	
Jamesville	Victoria .....N.S	14 00	14 00		
Jameson	Lanark, N.R. ..... O	5 98	12 00		
Jameson	Megantic..... Q	25 00	16 00		
Janetville	Durham, E.R ..... O	124 50	60 00		
Janeville	Gloucester.....N.B	63 85	28 00		
Jardineville	Kent ..... N.B	120 54	40 00		
Jarlsberg	Muskoka & Parry Sd..O	62 63	36 00		
Jarnac	Labelle..... Q	20 00	12 00		
Jarratt's Corners	Simcoe, E.R.....O	116 60	48 00		
Jamvrins Harbour	Richmond .....N.S	14 00	12 00		
Jeannette's Creek	Kent ..... O	123 89	65 00		
Jeddore Oyster Ponds	Halifax ..... N.S	103 96	48 00	2 00	
Jefferson	York, W.R.....O	49 90	20 00		
Jeffry	King's ..... N.B	18 14	16 00		
Jellyby	Brockville ..... O	33 88	20 00		
Jemseg	Sunbury & Queen's..N.B	100 41	36 00	17 50	
Jenkins	Sunbury & Queen's N.B	23 00	16 00		
Jericho	Lambton, E. R ..... O	13 91	16 00		
Jermyn	Peterborough, E.R....O	41 98	20 00		
Jerome	Provencher ..... M	22 73	10 00		
Jersey Cove	Gaspe ..... Q	35 96	24 00		
Jersey Mills	Beauce .....Q	99 25	59 00	60 00	20 00
Jerseyville	Wentworth N. & Brant.O	226 78	120 00	4 00	
Jessopville	Grey, E.R.....O	36 84	12 00		
Jewett's Mills	York.....N.B	11 98	12 00		
Jocelyn	Algoma ..... O	103 85	12 00		
Jock Vale	Carleton..... O	25 00	20 00		
Joggin Bridge	Digby ..... N.S	34 97	20 00		
Johnson	Grey, N.R .....O	31 00	16 00		
Johnson's Croft	King's ..... N.B	2 50	10 00		
Johnson's Mills	Westmoreland.....N.B	27 40	12 00		
Johnston	Sunbury & Queen's N.B	9 98	12 00		
Johnston's Corners	Russell ..... O	16 00	12 00		
Johnston's River	Queen's East ..P.E.I	11 00	12 00		
Johnstown	Richmond..... N.S	29 85	16 00		
Johnville	Compton ..... Q	184 28	84 00		
Jolanville	Carleton .....N.B	30 00	20 00		
Jolicure	Westmoreland .....N.B	84 94	52 00		
Jones Corner	King's ..... N.B	12 00	12 00		
Jones Falls	Leeds, S.R. ..... O	66 00	36 00		
Jonquières	Chicoutimi ..... Q	295 00	100 00	4 00	12 00
Jordan Bay	Shelburne & Queen's N.S	29 98	16 00		
Jordan Bay, East Side	Shelburne & Queen's N.S	55 00	24 00		
Jordan Branch	Shelburne & Queen's N.S	8 00	12 00		
Jordan Ferry	Shelburne & Queen's N.S	35 00	12 00		
Jordan Harbour	Lincoln & Niagara ..... O	252 00	10 00		
Jordan Station	Lincoln & Niagara. ..... O	197 32	70 00	2 16	
Josephsburg	Waterloo, S.R. ..... O	25 00	12 00		
Josephsburg	..... Assa. West	87 67	16 00		
Joyceville	Frontenac.....O	19 00	20 00		
Joyce	Wright ..... Q	22 00	16 00		
Judique	Victoria ..... N.S	14 98	12 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Jubilee	King's N.B	63 25	10 00		
Juddhaven	Simcoe, E.R O	124 00	40 00		
Judge	Nipissing O	52 99	20 00		
Judique	Inverness N.S	46 50	24 00	7 84	10 00
Jumping Pond	Alta	12 80	12 00		
Jumptown	Leeds, S.R O	65 00	30 00		
Juniper Mount	Cape Breton N.S	8 00	12 00		
Juno	Lambton, E.R O	28 00	20 00		
Juvenile Settlement	Sunbury & Queen's N.B	30 99	20 00		
KALADAR STATION	Addington O	49 90	20 00		
Kaleida	Lisgar M	18 10	16 00		
†Kalman	Algoma O	6 44	12 00		13 00
Kamsack	Assa. East	26 67	25 00		
Kananaskis	Alta	40 00	30 00		8 58
Kapoovat	Assa. East	60 50	20 00	4 00	
Katepwe	Assa. East	43 74	24 00		
Katevale	Stanstead Q	70 00	28 00		
Katrine	Muskoka & Parry Sd O	115 71	50 00		
*Kawenda	Macdonald M	161 50	50 00		
Kay Settlement	Westmoreland N.B	6 00	10 00		
Kazabazua	Wright Q	391 43	150 00	6 00	
Kears	Westmoreland N.B	12 00	16 00		
Keddon	King's N.B	6 00	12 00		
Keefers	Yale & Cariboo B.C	47 26	36 00		
Keelerville	Frontenac O	16 00	16 00		
Keenansville	Cardwell O	71 50	63 00		
Kegaska	Chicoutimi & Saguenay Q	6 00	0 83		
Keirstead ville	King's N.B	19 00	16 00		
Kelso	Compton Q	33 00	16 00		
Kemp	King's N.B	6 50	10 00		
Keithley Creek	Yale & Cariboo B.C	33 20	24 00		
Keldon	Wellington, N.R O	74 96	24 00		
Kelly's Station	Marquette M	62 00	28 00		
Kelso	Nipissing O	18 00	16 00		
Kelly's Cross	Prince, East P.E.I	50 00	24 00		
Kelly's Cove	Yarmouth N.S	14 70	20 00		
Kelly's Mills	Megantic Q	61 00	32 00		
Kelso	Huntingdon Q	97 50	50 00		
Kelso	Halton O	78 80	30 00		
Kelton	Ontario, S.R O	119 98	64 00		
Kemp Grove	Prince, East P.E.I	9 00	12 00		
Kemptville	Grey, N.R O	252 40	90 00	4 00	
Kenaray	Brandon M	121 00	50 00		
Kempt	Shelburne & Queens N.S	124 80	68 00		
Kempt Head	Victoria N.S	10 50	12 00	2 00	
Kempt Road	Richmond N.S	29 70	24 00		9 60
Kempt Shore	Hants N.S	97 10	50 00		
Kempt Town	Queens N.S	21 00	12 00		
Kemptville	Yarmouth N.S	141 76	48 00	8 00	
Kendal	Durham, W.R O	202 00	80 00		
Kenilworth	Wellington, N.R O	186 00	60 00	2 00	
Kenlis	Assa. East	264 40	120 00		
Kennedy	Peterborough, E.R O	20 00	12 00		
Kennetcook Island	King's N.B	14 56	12 00		
Kenneth	Assa. West	50 42	24 00		

† Closed to 10 00 Last Office. ‡ Opened 1 9 01. * Opened 1-9-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Kennetcook Corner	Hants.....N.S	38 25	16 00		
Kennicott	Perth, N.R.....O	80 00	28 00		
Kennington Cove	Cape Breton.....N.S	9 00	12 00		
Kenogami	Chicoutimi.....Q	12 20	10 00		
Kensington	Huntingdon.....Q	103 10	40 00		
†Kensington	Middlesex, E.R.....O	57 00	26 80		
Kent	Halifax.....N.S	27 00	20 00		
Kent Bridge	Bothwell.....O	436 73	160 00	6 00	
Kent Junction	Kent.....N.B	50 00	16 00		
‡Kentvale	Algoma.....O	13 50	2 00		
Keoham	King.....N.B	8 00	16 00		
Kepler	Frontenac.....O	20 00	16 00		
Keremeos	Yale & Cariboo.....B.C	252 20	48 00		
Kerfoot	Macdonald.....M	41 00	30 00		
Kerrowgare	Pictou.....N.S	61 47	24 00		
Kerry	Albert.....N.B	5 98	12 00		
Kersley	Yale & Cariboo.....B.C	163 71	20 00		
Kertch	Lambton, W.R.....O	72 00	48 00		
Keswick Ridge	York.....N.B	48 97	30 00	36 00	
Ketch Harbour	Halifax.....N.S	12 00	12 00		
Keward	Grey, N.R.....O	23 00	10 00		
Kewstoke	Inverness.....N.S	18 00	12 00		
Keyser	Middlesex, E.R.....O	**6 00			
*Keyes	Macdonald.....M	224 64	108 00		
Khiva	Middlesex, N.R.....O	35 00	18 00		
Kilbain	Huntingdon.....Q	32 00	18 00		
Kilbride	Halton.....O	139 00	87 00		
Kildare	Joliette.....Q	291 31	120 00	20 00	
Kildare	Prince, West.....P.E.I	59 00	24 00		
Kildare Capes	Prince, West.....P.E.I	8 00	16 00		
Kilbonan	Selkirk.....M	5 00	20 00		
Kilfoil	Carleton.....N.B	17 98	12 00		
Kilgorie	Simcoe, S.R.....O	11 00	12 00		
Kilkenny Lake	Cape Breton.....N.S	10 63	9 00		
Killaloe	Renfrew, S.R.....O	167 33	92 00	2 00	
Killaloe Station	Renfrew, S.R.....O	595 00	230 00	30 00	
Killam's Mills	Westmoreland.....N.B	10 00	12 00		
Killarney	Nipissing.....O	200 50	80 00	30 00	a20 00
Killean	Wellington, S.R.....O	24 00	16 00		
Killowen	Argenteuil.....Q	14 96	12 00		
*Killowen	Carleton.....N.B	19 62	7 12		
Killybeagh	Simcoe, S.R.....O	13 00	12 00		
Kilmanagh	Peel.....O	11 94	12 00		
Kilmarnock	Lanark, S.R.....O	15 91	16 00		
Kilmartin	Middlesex, W.R.....O	13 00	12 00		
Kilmaurs	Carleton.....O	77 82	28 00		
Kilworthy	Ontario, N.R.....O	135 84	56 00		
Kimball	Lambton, W.R.....O	26 00	20 00		
§Kimberley	Megantic.....Q	15 94	9 17		
Kimbo	Wentworth, S.R.....O	24 82	16 00		
Kimbrae	Assa. East	19 20	20 00		
Kincardine	Victoria.....N.B	34 00	20 00	10 00	
Kingart	Bruce, W.R.....O	69 98	32 00		
Kingarth	York.....N.B	10 25	12 00		
Kingsborough	Kings.....P.E.I	41 00	16 00		
King Creek	York, N.R.....O	15 94	16 00		

§ Office destroyed by fire 2-1-01. ‡ Opened 20-4-01. *a* For summer 1900. † Closed 19-12-00.
§ Opened 1-8-00. * Late Midway. * Opened 15-10-00. ** Credit for new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (deducted on revenue of preceding years).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Kinghurst	Grey, N.R.....O	6 00	12 00		
Kingsbrae	Norfolk, S.R. ..O	62 50	28 00		
Kingross	Inverness ..N.S	19 00	12 00		
Kingsbridge	Huron, W.R. ..O	110 50	48 00		
Kingsberry	Lunenburg ..N.S	23 00	12 00		
Kingscote	Grey, E.R. ..O	27 00	16 00		
Kingscourt	Lambton, E.R. ..O	35 93	20 00		
Kingscroft	Stanstead..Q	30 92	24 00		
Kingscroft	Sunbury & Queen's..N.B	12 50	10 00		
Kingsey	Drummond..Q	96 83	44 00		
Kingsford	Hastings, E.R. ..O	91 00	45 00		
King's Head	Pictou ..N.S	9 98	12 00		
Kingsley	Lisgar ..M	35 00	20 00		
Kingsley	York ..N.B	6 00	12 00		
*Kingsmere	Wright..Q	75 00	20 00		
Kingsmill	Elgin, E.R. ..O	88 00	75 00	12 00	
Kingston	Queen's West..P.E.I	28 50	16 00		
Kingston Mills	Frontenac..O	45 98	18 00	6 00	
Kingston Station	Kingston..O	188 50	90 00		
Kingston Village	King's ..N.S	100 00	32 00		
Kingsville	Inverness ..N.S	23 98	12 00	4 00	
King's Wharf	Victoria, S.R. ..O	40 00	20 00		
Kinistino	..Sask	79 60	36 00		
Kinkora	Perth, N.R. ..O	71 00	28 00		
Kinkora	Prince East ..P.E.I	72 00	28 00	4 00	
Kinlock	Queen's East ..P.E.I	9 00	12 00		
Kinloss	Bruce, W.R. ..O	107 50	40 00	16 00	
Kinlough	Bruce, W.R ..O	83 48	50 00	4 00	
Kinmount	Macdonald..M	91 00	28 00	6 00	
Kinross	Queen's East ..P.E.I	47 51	24 00	2 00	
Kinsale	Ontario, W.R ..O	107 48	50 00		
Kinsman's Corners	King's.....N.S	109 96	40 00		
Kinsmere	Brandon ..M	25 00	12 00		
Kintail	Huron, W.R ..O	126 50	90 00		
*Kintail	Inverness ..N.S	13 48	6 74		
Kintyre	Elgin, W.R ..O	38 75	20 00		
Kipling	Saskatchewan ..O	36 00	16 00		
Kippegun	Selkirk ..M	24 90	12 00		
Kippewa	Pontiac..Q	169 46	90 00	27 00	
Kirby	Durham, W.R. ..O	38 00	28 00		
Kirkdale	Drummond..Q	237 98	40 00		
Kirkhill	Glengarry ..O	84 24	44 00		
Kirkhill	Cumberland ..N.S	26 00	12 00		
Kirkland	Carleton ..N.B	92 40	40 00		
Kirkmount	Pictou ..N.S	11 00	12 00		
Kirk's Ferry	Wright ..Q	42 25	16 00		
Kirkpatrick	..Sask	20 00	16 00		
Kirkwall	Wentworth N. & Emr..O	107 18	28 00		
Kirkwood	Inverness ..N.S	21 25	12 00		6 00
Kisisiuk	Portneuf ..Q	71 00	12 00		
Kissing	Assa. Ea..t	15 00	16 00		
Kitamaat	Burrard..... .... B.C	72 20	20 00		
Kitchener	Yale & Cariboo..... B.C	103 78	30 00		
Kleckfield	Provencher ..M	47 94	20 00		
Knapdale	Middlesex, W.R. ..O	14 43	12 00		
Knarsborough	Halton..O	35 16	12 00		
Knee Hill Valley	Alta	45 28	16 00		
Knightsville	King's ..... N.B	13 00	10 00		

* Summer office. Opened 29-10-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Knowlesville	Carleton ..... N.B	39 50	16 00	2 00	
Knowlton Landing	Brome ..... Q	51 00	28 00		
Knoxford	Carleton ..... N.B	44 51	24 00	2 00	
Knoydart	Pictou ..... N.S	9 92	12 00		
Kohler	Haldimand & Monck ..... O	86 00	48 00		
Koksilah	Vancouver ..... B.C	81 10	38 00		
Kola	Brandon ..... M	24 50	49 00		
Kolapore	Grey, E.R ..... O	118 92	48 00		
Kolbeck	Cumberland ..... N.S	11 98	12 00		
Korah	Algoma ..... O	15 00	12 00		
Kossuth	Waterloo, S.R. ..... O	94 48	48 00		
Kouchibouguac Beach	Kent ..... N.B	13 50	12 00		
Kronau	Assa	18 67	10 00		
Krult	Yale & Cariboo ..... B.C	221 84	96 00		
Kuhryville	Perth, N.R. ..... O	24 00	12 00		
Kuper Island	Vancouver ..... B.C	100 00	32 00		
Kurtzville	Wellington, NR. ..... O	72 00	36 00		
Kuskonook	Yale & Cariboo ..... B.C	52 12	90 00		
Kutawa	Assa. West	87 82	56 00		
LA BALEINE	Charlevoix ..... Q	12 50	10 00		
La Barriere	Berthier ..... Q	26 98	12 00		
Laberge	Chateauguay ..... Q	14 48	14 00		
La Broquerie	Provencher ..... M	150 69	36 00	10 50	
L'Acadie	St. Johns & Iberville ..... Q	7 50	41 00		
Lac a la Tortue	Champlain ..... Q	250 94	100 00	20 00	
La Carriere	Bagot ..... Q	28 50	16 00		
Lac au Saumon	Rimouski ..... Q	140 00	44 00		
Lac aux Sables	Portneuf ..... Q	153 84	70 00		
Lac Bellemare	Three Riv. & St. Maurice ..... Q	62 00	28 00		
Lac Clair	Chicoutimi ..... Q	16 20	12 00		
Lac du Bonnet	Selkirk ..... M	41 00	9 00		
Lachenaie	L'Assomption ..... Q	10 96	24 00		
La Chevrotiere	Portneuf ..... Q	198 00	90 00	60 00	
Lachine Rapids	Jacques Cartier ..... Q	29 18	24 00		
Lac la Biche	Alta	11 18	12 00		
Lac la Peche	Champlain ..... Q	65 12	24 00		
Lac Masson	Terrebonne ..... Q	109 00	50 00	2 00	
Lac Nantel	Terrebonne ..... Q	85 50	44 00		
La Conception	Labelle ..... Q	89 96	36 00		
La Conception Station	Labelle ..... Q	72 20	30 00		
Laconia	Lunenburg ..... N.S	7 00	12 00		
Lac Rond	Labelle ..... Q	16 14	12 00		
Lac Saint Joseph	Portneuf ..... Q	70 20	30 00		
Lac Windigo	Labelle ..... Q	4 09	9 47		
La Decharge	Chicoutimi ..... Q	22 95	12 00		
Ladd's Mills	Stanstead ..... Q	59 19	28 00		
Lady Bank	Grey, E.R ..... O	15 14	12 00		
Ladysmith	Lambton, W.R ..... O	24 00	10 00		
Ladysmith	Pontiac ..... Q	275 82	108 00	2 00	
La Fayette	Bellechasse ..... Q	161 30	60 00		
Lakeshore	Simcoe, E.R ..... O	145 00	48 00		
Lagace	Beauharnois ..... Q	42 24	10 00	84	
Lagan	Glengarry ..... O	137 14	64 00		
Lamont	Alta	37 00	4 00		
La Passe	Huntingdon ..... Q	42 35	28 00		
Opened 1 10 '00,	Simcoe, Dec.	Opened 1 3 '01.			

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
La Have Island	Lunenburg N.S	75 90	28 00		
Laird	Algoma O	30 50	12 00		
Lake	Hastings, N.R O	14 23	12 00		
Lake Amslie Chapel	Inverness N.S	11 00	12 00		
Lake Amslie (W. Side)	Inverness N.S	10 50	14 00		
Lake Amslie (E. Side)	Inverness N.S	19 20	14 00		6 00
Lake Amslie (S. Side)	Inverness N.S	12 00	16 00		6 00
Lake Annis	Yarmouth N.S	23 00	12 00		
Lake Aylmer	Wolfe Q	95 96	48 00		
Lake Baker	Victoria N.B	12 00	12 00		
Lake Beauport	Quebec Q	24 10	18 00		
Lakeburn	Westmoreland N.B	11 98	12 00		
Lake Charles	Grey, N.R O	40 04	16 00		
Lake Clear	Renfrew, S.R O	21 00	16 00		
Lakedale	Guysborough N.S	11 00	12 00		
Lake Dore	Renfrew, N.R O	10 00	12 00		
Lake Edward	Pontiac Q	214 00	60 00		
Lake Egmont	Halifax N.S	11 93	12 00		
Lake Etchemin	Dorchester Q	165 52	60 00	10 00	
Lakefield	Argenteuil Q	77 00	34 00		
Lake Frances	Selkirk M	32 75	20 00		
Lake George	York N.B	40 00	20 00		
Lake George	Kings N.S	14 00	12 00		
Lake George	Yarmouth N.S	11 98	12 00		
Lakehurst	Peterborough, E.R O	94 88	32 00		
Lakeland	Macdonald M	15 50	20 00		
Lakelands	Cumberland N.S	9 00	12 00		
Lake La Rose	Annapolis N.S	8 00	12 00		
Lakelet	Huron, E.R O	146 33	60 00		
Lake Memo	Annapolis N.S	15 00	12 00		
Lake Opeongo	Frontenac O	31 75	16 00		
Lake Pool	Kings N.S	11 94	12 00		
Lake Ramsay	Lunenburg N.S	14 00	12 00		
Lake Road	Albert N.B	5 00	12 00		
Lake Road	Colchester N.S	13 00	12 00		
Lake St. Mary	Wright Q	56 92	24 00		
Lakeside	Jacques Cartier Q		10 00		
Lakeside	Oxford, N.R O	182 50	110 00		
Lakeside	Yarmouth N.S	13 00	12 00		
Lake Stream	Kent N.B	11 93	12 00		
Lakeston	Kent N.B	12 00	12 00		
Lake Uist	Richmond N.S	19 00	12 00		
Lakeville	Antigonishe N.S	21 00	25 00		
Lake Wood	Queens East P.E.I	12 00	12 00		
Lakeview	Kings N.S	2 50	16 00		
Lakeview	Argenteuil Q	20 00	20 00		
Lakeview	Sunbury & Queens N.B	12 00	12 00		
Lakeview	Elgin, E.R O	138 96	44 00		
Lakeville	Colchester N.B	71 00	30 00		
Lakeville	Kings N.S	21 35	20 00	2 00	
Lakeville	Kings P.E.I	33 00	20 00		
Lakeville Corner	Sunbury & Queens N.B	46 96	16 00		
Lake Wooden	Wentworth O	269 66	87 00		
Lakewood	St. John N.B	1 45	12 00		
Lamb	Peterboro O	3 00	12 00		
La Minerve	Labelle Q	20 00	16 00		
La Malbaie	Charlevoix Q	5 00	12 00		

* Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
L'Amaroux	York, E.R O	45 00	20 00		
Lamartine	L'Islet Q	179 70	80 00	10 00	
Lambton Station	Bellechasse Q	170 16	80 00		9 00
Lamèque	Gloucester N.B	108 86	36 00		
Landash	Grey, S.R O	35 00	20 00		
Lanmermoor	Lanark, N.R O	24 00	12 00		
Lanson	Middlesex, N.R O	15 06	12 00		
L'Ancoureux	Alta	12 00	20 00		
Lancelot	Muskoka & Parry Sd. O	42 92	16 00		
Lardor	Colchester N.S	8 50	12 00		
Landreville	Beauharnois Q	23 00	12 00		
Landrix	Gloucester N.B	14 00	12 00		
Lands End	King's N.B	9 48	12 00		
Lanes	Huron, W.R O	66 20	30 00		
Lanesville	Colchester N.S	5 00	12 00		
Lang	Peterborough, E.R O	101 00	60 00	4 00	
Langbank	Bothwell O	71 86	36 00		
Langdon	Alta	71 55	36 00		8 50
Langenberg	Assa. East	166 00	60 00		
Langevin	Dorchester Q	109 70	40 00		
Langford	Wentworth N. & Brant O	34 00	32 00		
Langille's	Lunenburg N.S	48 00	20 00	4 00	
Langley Prairie	New Westminster B.C	160 00	64 00		
Langman	Simcoe, N.R O	23 96	16 00		
Langside	Bruce, W.R O	105 00	40 00		
Langstaff	York, E.R O	49 10	16 00		
Langvale	Lisgar M	24 00	24 00		
Lanoraie	Bagot Q	114 00	60 00		
Lanoraie Station	Joliette Q	10 50	10 00		
Lansdowne	Carleton N.B	28 00	12 00		
Lansdowne	Digby N.S	26 00	16 00		
Lansdowne Hotel	Prince Edward P.E.I	155 85	72 00	20 00	16 00
Lansdowne Station	Pictou N.S	129 98	64 00	8 00	
L'Anse a Brillant	Gaspe Q	25 00	12 00		12 00
L'Anse à Giles	L'Islet Q	104 48	56 00		
L'Anse a la Barbe	Bonaventure Q	49 90	20 00		6 00
L'Anse a la Cabane	Gaspe Q	20 00	20 00		
L'Anse à la Louise	Gaspe Q	100 55	40 00		
L'Anse a Beaufils	Gaspe Q	137 45	40 00	6 00	
L'Anse au Foin	Chicoutimi Q	99 96	36 00		
L'Anse a Valleau	Gaspe Q	37 20	10 00		
L'Anse St. John	Chicoutimi Q	81 00	28 00		
Lansing	York, W.R O	72 67	36 00		
Lantz	Lunenburg N.S	34 00	16 00		
La Petite Riviere St. François	Charlevoix Q	78 50	30 00		
La Plaine	Terrebonne Q	90 00	36 00		
La Presentation	St. Hyacinthe Q	115 00	60 00		
Lapland	Lunenburg N.S	12 00	12 00		
L'Archeveque	Richmond N.S	27 00	12 00		
Lardo	Yale & Cariboo B.C	110 00	40 00		
L'Ardoise	Richmond N.S	127 01	52 00		
Larkin	Hastings, E.R O	7 20	12 00		
Laroche	Brome Q	22 00	16 00		
Larochelle	Megantic Q	17 00	12 00		
Larochelle	Provencher M	28 20	24 00		
Larose Station	Argenteuil Q	109 98	40 00	12 00	
Larry's River	Guysboro N.S	96 00	50 00		
L'Artisse	Chateauguay Q	25 00	7 50		
La Salette	Norfolk, N.R O	113 64	60 00		

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District	Revenue	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts	$ cts	$ cts	$ cts
La Salle	Selkirk M	162 95	66 00	8 00	
Laselles	Wright Q	72 50	28 00		
L'Assomption	Montcalm Q	33 00	10 00		
Laskay	York, N.R O	252 25	84 00		
Lasswade	Peterborough, E.R O	42 97	20 00		
Laterriere	Chicoutimi Q	18 00	30 00		
Latimer	Frontenac O	33 00	20 00		
Le Trappe	Two Mountains Q	160 68	80 00		
Lattie's Brook	Hants N S	20 00	20 00		
La Tuque	Champlain Q	17 00	12 00	2 00	
Lauchling Place	King's P.E.I	12 00	12 00		
Laurel	Argenteuil Q	23 89	12 00		
Laurier	Huron, W.R O	52 60	28 00		
Laurier	Macdonald M	318 16	150 00		
Laurier	Lotbiniere* Q	92 07	10 00		
Lavaina	Sunbury & Queen's N.B	8 98	12 00		
Laval	Montmorency Q	22 00	12 00		
La Vallee	Algoma O	32 50	10 00		
Lavaltrie	L'Assomption Q	123 50	50 00		
Lavant	Lanark, N.R O	23 94	12 00		
Lavant Station	Lanark, N.R O	188 01	72 00	6 00	
Lavender	Simcoe, S.R O	65 17	32 00		
La Verniere	Gaspe Q	14 00	20 00		
La Visitation	Yamaska Q	54 00	16 00		
Lawfield	Sunbury & Queen's N.B	9 00	10 00		
Lawrence Mills	Muskoka & Parry Sd O	12 96	12 00		
Lawrence Station	Charlotte N.B	66 94	28 00		
Lawrence Station	Elgin, W.R O	157 96	60 00		
Lawrencetown	Halifax N S	27 84	16 00		
Lawrenceville	Shefford Q	325 00	140 00	8 00	
Lawson	Sunbury & Queen's N.B	18 96	12 00		
Lawson	Simcoe, E.R O	17 81	16 00		
Lawton	Ontario, N.R O	82 92	24 00		
Lead Pony	Huron, S.R O	119 20	50 00		
Leadville	Brome Q	20 00	12 00		
Leahold	Peterborough, E.R O	36 89	20 00	2 33	
Leamington	Cumberland N.S	29 98	16 00		
Learned Plain	Compton Q	35 88	22 00		
Leaside Junction	York, E.R O	32 14	16 00		
Leaskdale	Ontario, N.R O	54 40	32 00		
Leavitt	Alta	19 56	10 00		
Lebanon	Wellington, C.R O	34 16	16 00		
Lebanc	Westmoreland N.B	28 00	10 00		
Le Bras	Beauce Q	85 26	36 00		1 00
Lebret	Assa. East	221 01	108 00		
Leckie	Portneuf Q	23 65	10 00		
Leclercville	Lotbiniere O	151 20	64 00		
Ledge	Charlotte N.B	49 00	24 00		
Lee Avenue	York, E.R O	156 00	75 00		
Leeburn	Algoma O	26 86	12 00		
Leeburn	Middlesex, E.R O	36 00	16 00		
Leeburn Corners	Simcoe, E.R O	4 94	12 00		
Legal	Alta	12 00	10 00		
Leger Brook	Westmoreland N.B	12 00	12 00		
Legere	Northumberland N.B	16 00	12 00		
Legere Corner	Westmoreland N.B	90 00	30 00		
Legerville	Kent N.B	18 00	12 00		
Leg Lake	Simcoe, E.R O	32 00	20 00		

* Late St. Flavien de Lotbiniere, Que.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Leinster	Lennox, O	15 00	12 00		
Leitche's Creek	Cape Breton, N.S	18 00	12 00	2 00	
Leith	Grey, N.R., O	106 75	50 00		
Leitrim	Russell, O	36 25	16 00		
Leland	Addington, O	11 94	12 00		
Lemesurier	Megantic, Q	71 66	26 00		
Lemieux	Prescott, O	46 20	16 00		
Lemonville	Ontario, W.R., O	107 50	40 00		
Lena	Lisgar, M	17 04	16 00		
Lennox	Brandon, M	19 66	20 00		
Lennox Ferry	Richmond, N.S	32 92	20 00		
Lenore	Brandon, M	15 18	16 00		
*Leonard	Russell, O	25 00	3 33		
Leonardville	Charlotte, N.B	87 46	40 00		
Leopold	Argenteuil, Q	43 96	16 00		
Leoville	Prince West, P.E.I	19 94	12 00		
Lequille	Annapolis, N.S	86 00	95 00		
Leroy	Cumberland, N.S	11 70	10 00		
Lerwick	Victoria, N.B	13 00	10 00		
Les Dalles	Montcalm, Q	10 00	12 00		
Les Ecureuils	Portneuf, Q	97 00	50 00		
Les Escoumains	Saguenay, Q	104 75	52 00		16 00
Les Fonds	Lotbinière, Q	73 92	32 00		
Les Grandes Bergeronnes	Saguenay, Q	51 41	18 00		
Les Grandes Deserts	Quebec, Q	8 70	10 00		
Leskard	Durham, W.R., O	108 03	48 00	2 00	
Les Petites Bergeronnes	Saguenay, Q	12 00	12 00		
Lessard	Beauce, Q	56 00	24 00		
Les Saules	Quebec, Q	44 94	16 00		
L'Etang	Charlotte, N.B	96 00	40 00		
L'Etete	Charlotte, N.B	61 00	28 00		
Lettoakenny	Renfrew, S.R., O	11 18	12 00		
Lever	Charlotte, N.B	22 46	10 00		
Levesqueville	Nipissing, O	18 92	12 00		
Lewis Bay	Cape Breton, N.S	18 00	12 00		
Lewisham	Ontario, N.R., O	46 00	20 00		
Lewis Head	Shelburne & Queens, N.S	32 60	20 00		
Lewis Mills	Hants, N.S	15 00	12 00		
Lewis Mountain	Westmoreland, N.B	12 00	12 00		
Lewis Mountain	Inverness, N.S	12 00	12 00		
Lewiston	Halifax, N.S	231 10	80 00		
Lewisville	Alta	59 72	20 00		
Lewisville	Westmoreland, N.B	366 00	50 00	2 00	
Lexington	Inverness, N.S	12 00	12 00		
Libbytown	Stanstead, Q	24 96	20 00		
Lidfoad	Manpeetlee, M	10 00	12 00		
†Lidstone	Marquette, M	21 83	8 33		
Lifford	Durham, E.R., O	59 16	33 00		
Lillie's Mill	Addington, O	15 00	10 00		
Lillyfield	Selkirk, M	19 22	12 00		
Lily	Cumberland, N.S	19 00	12 00		
‡Lily Bay	Selkirk, M	16 68	9 17		
Lily Lake	Kings, N.B	25 00	16 00		
Lily Lake	Algoma, O	9 00	12 00		
Lily Oak	Grey, N.R., O	15 92	16 00		
Lily Plain	Selkirk, M	11 00	12 00		
Lime Bank	Russell, O	11 88	16 00		
Lime Hill	Kings, N.B	11 98	12 00		

† Opened 1-9-00. * Opened 1-3-01. ‡ Opened 1-8-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lime Hill	Inverness, N.S	18 50	12 00		12 00
Limehouse	Halton, O	99 31	55 00		
Limekiln	York, N.B	3 00	3 00		
Lime Lake	Hastings, E.R., O	24 50	16 00		
Lime Rock	Pictou, N.S	11 00	12 00		
Limestone	Lanark, N.R, O	13 00	12 00		
Lincoln	Sunbury & Queen's, N.B	14 00	12 00		
Lincoln	Queen's West, P.E.I	11 00	12 00		
Linda	Compton, Q	14 00	14 00		
Linden	Cumberland, N.S	97 42	50 00	3 67	
Linden Valley	Victoria, S.R, O	103 81	40 00		
Lindenwood	Grey, N.R, O	11 89	12 00		
Lindsay	Carleton, N.B	9 00	12 00		
Lindsay	Stanstead, Q	30 50	30 00		
Linehan	Alta	28 90	20 00		
Lingan	Cape Breton, N.S	96 20	36 00		
Lingan Road	Cape Breton, N.S	17 96	12 00		
Linklatter	Prince Edward, P.E.I	10 00	24 00		
Linton	York, N.R, O	37 46	16 00		
Linton's	Sunbury & Queen's, N.B	23 98	12 00		
Linthrathon	Lisgar, M	46 30	20 00		
Linwood	Antigonishe, N.S	72 25	30 00		
Lippentott	Brandon, M	8 00	20 00		
Lisbon	Oxford, N.R, O	6 00	16 00		
Listowel	Bruce, W.R, O	24 75	12 00	3 00	
Liscombe	Guysborough, N.S	160 09	70 00	1 34	
Liscombe Mills	Guysborough, N.S	141 96	24 00	2 00	
Lisgar	Peel, O	46 00	20 00		
Lisgar Station	Drummond, Q	155 94	48 00		
L'Islet Station	L'Islet, Q	123 90	56 00		
Lismore	Pictou, N.S	26 57	16 00		
Lisson	King's, N.B	8 00	12 00		
Little Bartibog	Northumberland, N.B	3 20	10 00		
Little Bass River	Colchester, N.S	92 96	36 00	2 00	
Little Beach	St. John, N.B	11 50	10 00		
Little Branch	Northumberland, N.B	34 00	16 00		
Little Bras D'Or S. Side	Cape Breton, N.S	12 00	12 00		
Little Brook	Digby, N.S	121 86	50 00		
Little Brook Station	Digby, N.S	49 00	24 00	12 00	
Little Cape	Westmoreland, N.B	16 00	12 00		
Little Dover	Guysborough, N.S	12 00	12 00		
Little Forks	Cumberland, N.S	65 87	32 00		
Little Forks	Kent, N.B	9 17	6 67		
Little Harbour	King's, P.E.I	14 52	12 00		
Little Harbour	Pictou, N.S	43 97	36 00	2 00	
Little Judique	Inverness, N.S	28 10	20 00	2 00	10 00
Little Judique Ponds	Inverness, N.S	7 50	10 00		
Little Lake	Sunbury & Queen's, N.B	9 00	12 00		
Little Lameaux	Charlotte, N.B	25 00	7 50		
Little Lorraine	Cape Breton, N.S	11 00	12 00		
Little Mabou	Inverness, N.S	7 00	12 00		
Little Metis Station	Rimouski, Q	148 96	68 00		12 00
Little Musquash	St. John, N.B	9 10	12 00		
Little Narrows	Victoria, N.S	20 00	12 00		
Little Pabos	Gaspé, Q	63 00	10 00		
Little Pierre Jacques	Prince West, P.E.I	25 51	14 00		
Little Pond	Cape Breton, N.S	6 00	12 00		
Little Pond	King's, P.E.I	12 00	12 00		

* Closed 1.10.00 † Re-opened 1.10.00 ‡ Opened 1.11.00

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Little Port L'Hebert	Shelburne & Queen's N.S	9 25	12 00	1 50	
Little Rapids	Algoma O	132 00	64 00		
Little Rideau	Prescott. O	56 42	35 00		
Little Ridge	Albert N.B	11 00	12 00		
Little Ridgeton	Charlotte N.B	11 00	12 00		
Little River, Cheticamp	Inverness. N.S	24 00	12 00		
Little River (Coverdale)	Albert N.B	25 00	12 00		
Little River, East	Gaspe Q	61 06	28 00		a 20 00
Little River, West	Gaspe. Q	61 16	28 00		6 00
Little River	Sunbury & Queen's N.B	20 00	12 00		
Little River	Cumberland N.S	30 00	16 00		
Little River	Digby N.S	78 63	30 00		
Little Riv. Musquodoboit	Halifax N.S	244 60	110 00		
Little Rocher	Albert N.B	29 00	24 00		
Little Sands	Queen's East P.E.I	43 00	22 00		
Little Shemogue	Westmoreland. N.B	46 00	20 00		
Little Shippegan	Gloucester. N.B	13 20	12 00		
Little Tignish	Prince West P.E.I	12 00	12 00		
Littlewood	Middlesex, S.R O	65 50	16 00		
Little York	Queen's East P.E.I	37 62	16 00	10 00	
Living Spring	Wellington, C.R O	28 00	16 00		
Livingstone	Alta	92 46	45 00		
Livingstone Cove	Antigonishe. N.S	12 50	12 00	2 00	
Livingstone Creek	Algoma O	67 50	30 00		
Lloyd	Lanark, N.R O	12 00	12 00		
Lobo	Middlesex, S.R O	159 00	96 00		
Lochaber Bay	Lunenburg Q	70 75	30 00		
Lochaber Mines	Halifax N.S	38 00	7 50		
Lochalsh	Huron, W.R O	141 00	60 00		
Loch Ban	Inverness. N.S	21 00	12 00		
Loch Broom	Pictou N.S	17 92	12 00		
Lochiel	Glengarry O	122 20	60 00		
Loch Katrine	Antigonishe N.S	41 05	24 00		
Lochlin	Victoria, N.R O	146 00	44 00		
Loch Lomond	Richmond N.S	55 18	36 00		
Loch Lomond West	Richmond N.S	19 00	12 00		
† Loch Monar	Selkirk M	35 42	20 00	2 00	
Lochside	Richmond N.S	43 96	24 00		
Loch Winnoch	Renfrew, S.R O	40 00	30 00		
Locke Road	Prince East. P.E.I	14 50	12 00		
Lockhartville	King's N.S	122 50	56 00		
Locksley	Renfrew, N.R O	27 00	20 00		
‡ Locksley Station	Renfrew, N.R O	28 40	7 50		
‡ Lockwood	Selkirk M	10 00	3 00		
Lockton	Cardwell O	53 86	30 00		
Locust Hill	York, E.R O	132 00	50 00		
Loch	Stormont O	49 10	24 00		
Lodore	Lanark, N.R O	9 20	10 00		
Logan	Alta	15 00	12 00	4 00	
Logan's Tannery	Pictou N.S	220 00	96 00		
Loganville	Pictou N.S	30 50	16 00		6 00
Logberg	Assa. East	25 00	20 00		
Log Cabin	Burrard B.C	30 95	§		
Logierait	Lambton, W.R O	9 00	16 00		
Logoch	Marquette M	34 50	30 00		
Lombardy	Leeds, N.R O	148 34	90 00		

a Including $10 arrears entered in Auditor General's Report. Late Big Port L'Hebert. † Opened 1-10-00. Late Monar. § Salary, &c., ‡ Opened 1-4-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District	Revenue.	Salary (and commission on postal notes).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Londonderry	Kings N.B	15 00	12 00		
Londonderry Station	Colchester N.S	94 96	64 00		
Long Tree	Marquette M	11 78	20 00		
Long Bay	Algoma O	25 03	16 00	2 00	
Long Branch	York, W.R O	44 00	20 00		
Longburn	Macdonald M	24 61	20 00		
Long Creek	Queens West. P.E.I	21 58	12 00		
Long Creek	Sunbury & Queens N.B	19 50	12 00		
Long Island	Kings N.S	17 00	12 00		
Long Island Main	Cape Breton N.S	11 98	12 00		
Long Lake	Addington O	25 98	20 00		
Longlaketon	Assa. West	38 41	28 00		
Long Point	Inverness N.S	73 80	26 00	4 00	10 00
Long Point	Kings N.B	16 00	12 00		
Long Point	Leeds, S.R O	32 92	20 00		
Long Point of Mingan	Saguenay Q	36 94	16 00		
Long Reach	Kings N.B	15 36	20 00		
Long River	Queen's West. P.E.I	17 94	24 00		
Long Cove	Kings N.B	12 25	12 00		
Long Settlement	Carleton N.B	10 00	12 00		
Longtinville	Russell O	99 00	50 00		
Longwood	Middlesex, S.R O	62 00	40 00		
Lonsdale	Hastings, E.R O	140 33	62 00		
Lonsdale	Kings N.B	6 00	12 00		
Loon Creek	Assa. West	30 00	12 00		
Loon Lake	Peterboro, E.R O	20 00	10 00		
Lorne	Grey, E.R O	23 00	16 00		
Lorette	Quebec Q	235 01	108 00		
Lorette	Cardwell O	140 00	56 00	4 00	
Lorette	Provencher M	99 70	50 00		
Lorimer Lake	Muskoka & Parry Sd O	20 09	12 00		
Lorlie	Assa. East	93 84	48 00		
Lorne	Restigouche N.B	12 00	10 00		
Lorne	Bruce, W.R O	18 00	18 00		
Lorne	Pictou N.S	29 96	20 00		
Lorne Home	Charlevoix Q	115 00	72 00		
Lorne Park	Peel O	84 50	28 00		
Lornevale	Colchester N.S	24 94	16 00		
Lorne Valley	Kings P.E.I	10 50	12 00		
Lorneville	Victoria, N.B O	248 00	87 00		
Lorneville	Cumberland N.S	29 46	12 00		
Lorrainville	Pontiac Q	48 85	24 00		
Lorway Mines	Cape Breton N.S	500 25	120 00		
Lost River	Argenteuil Q	115 00	56 00	4 00	
Lot 1	Prince West P.E.I	8 00	12 00		
" 4	Prince West P.E.I	128 44	52 00	12 00	6 00
" 6	Prince West P.E.I	63 00	24 00		
" 8	Prince West P.E.I	41 00	16 00		
" 10	Prince West P.E.I	47 00	16 00		
" 11	Prince West P.E.I	75 00	20 00		
" 12	Prince West P.E.I	206 84	100 00		
" 14	Prince West P.E.I	26 00	18 00		
" 16	Prince West P.E.I	28 50	18 00		
" 30	Prince East P.E.I	10 00	12 00		
" 35	Queens East P.E.I	9 00	12 00		
" 48	Queens East P.E.I	10 00	12 00		
" 56	Kings P.E.I	111 46	50 00	6 00	
" 67	Prince East P.E.I	24 00	16 00		

* Summer office. † Revenue 1 10 00

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lothair	Brandon...M	52 96	40 00		
Lotus	Durham, E.R. O	91 75	52 00		
Louisa	Argenteuil Q	14 00	12 00		
Louis Creek	Yale & Cariboo ....B.C	5 00	20 00		
Louise	Grey, S.R. O	68 50	35 00		
Louise Bridge	Selkirk M	172 56	90 00		
Louisville	Bothwell O	60 00	24 00		
aLouisville	Pictou N.S	27 00	8 33		
Lourdes	Megantic Q	143 00	44 00		
Lourdes	Pictou N.S	89 74	44 00		
Lourdes du Blanc Sablon	Saguenay Q	15 00	16 00		
Lovat	Bruce, W.R. O	31 00	20 00		
Lovat	Pictou N.S	22 00	12 00		
Lovering	Simcoe, E.R O	70 62	32 00		
Lovett	Northumberland, E.R .O	26 00	20 00		
Lowbanks	Haldimand & Monck. .O	119 76	60 00		
Lowe Farm	Provencher M	220 64	100 00		
Lowell	Albert N.B	6 00	12 00		
Lower Aboujoggin	Westmoreland N.B	12 00	12 00		
Lower Barney's River	Pictou N.S	60 00	30 00		
Lower Blomidon	Kings N.S	25 36	12 00		
Lower Branch	Lunenburg N.S	8 00	12 00		
Lower Brighton	Carleton N.B	28 00	20 00		
Lower Burlington	Hants N.S	43 60	16 00		
Lower Caledonia	Guysborough N.S	33 00	18 00		
Lower Cambridge	Sunbury & Queen's N.B	21 85	12 00		
Lower Canard	Kings N.S	95 94	30 00		
Lower Cape	Albert N.B	24 00	14 00		
Lower Canaquet	Gloucester N.B	7 00	12 00		
Lower Caverhill	York N.B	18 88	12 00		
Lower Church Street	Kings N.S	26 00	12 00		
Lower Cove	Cumberland N.S	52 67	20 00		
Lower Coverdale	Albert N.B	13 00	12 00		
Lower Derby	Northumberland N.B	22 00	12 00		
Lower Dumfries	York N.B	24 00	12 00		
Lower East Chezzetcook	Halifax N.S	27 04	12 00		
Lower Economy	Colchester N.S	91 44	44 00		10 00
†Lower Eel Brook	Yarmouth N.S	11 50	6 74		
Lower Five Islands	Colchester N.S	72 48	44 00	3 00	12 00
Lower Fort Garry	Selkirk M	120 50	50 00	2 00	
Lower Foster Settlement	Lunenburg N.S	30 00	12 00	2 00	
Lower Freetown	Prince Edward P.E.I	60 00	30 00		
Lower French Village	York N.B	16 00	12 00		
Lower Gagetown	Sunbury & Queen's N.B	29 00	20 00		
Lower Granville	Annapolis N.S	167 92	60 00		
Lower Greenfield	Carleton N.B	13 50	10 00		
Lower Hayneville	York N.B	19 96	12 00		
‡Lower Hillsdale	Inverness N.S	1 00	6 00		
Lower Ireland	Megantic Q	77 00	32 00		
§Lower Jordan Bay	Shelburne & Queen's N.S	42 92	21 00		
Lower La Have	Lunenburg N.S	28 00	15 00		
Lower Line, Queensbury	York N.B	13 90	12 00		
Lower Maccan	Cumberland N.S	15 00	12 00		
Lower Meagher's Grant	Halifax N.S	23 25	16 00		
‡Lower Millstream	Kings N.B	76 25	31 74	3 96	
Lower Montague	Kings P.E.I	21 00	16 00		
Lower Mount Thom	Pictou N.S	19 15	12 00		

*Opened 1-29-'00. †Closed 4-12-'00. ‡Closed 1-11-'00. Re-opened 1-12-'00. §Closed 15-5-'01.
aOpened 1-9-'00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lower Nappan	Northumberland ....N.B	23 75	18 00		
Lower Newcastle	Northumberland ....N.B	47 00	24 00		
Lower Nicola	Yale & Cariboo B.C	101 00	40 00		
Lower Northfield	Lunenburg N.S	5 25	10 00		
Lower Ohio	Shelburne & Queen's N.S	29 00	16 00		
Lower Onslow	Colchester N.S	78 99	30 00		
Lower Pequnock	York N.B	14 00	12 00		
Lower Prince William	York N.B	59 96	36 00		
Lower Prospect	Halifax N.S	4 00	12 00		6 00
Lower Queensbury	York N.B	12 60	12 00		
Lower Ridge	Kings N.B	9 98	12 00		
Lower River Hebert	Cumberland N.S	11 00	12 00		
Lower River Inhabitants	Richmond N.S	37 92	16 00		
Lower Rollo Bay	King ....P.E.I	20 00	12 00		
Lower Sackville	Halifax N.S	28 87	20 00		
Lower Salmon Creek	Sunbury & Queen's N.B	13 60	12 00		
Lower Sandy Point	Shelburne & Queen's N.S	38 00	12 00		
Lower Selmah	Hants N.S	104 88	40 00		
Lower Settlement, Middle River	Victoria N.S	8 00	12 00		
Lower Settlement, South River	Antigonishe N.S	26 53	12 00	2 00	
Lower Shag Harbour	Shelburne & Queen's N.S	22 25	16 00		
Lower Ship Harbour	Halifax N.S	43 19	20 00		
Lower Ship Harbour, East	Halifax N.S	14 78	12 00		
Lower Southampton	York N.B	55 50	36 00	3 34	
Lower St Mary's	York N.B	12 00	12 00		
Lower Turtle Creek	Albert N.B	4 00	12 00		
Lower Wakefield	Carleton N.B	16 00	12 00	2 00	
Lower Washabuck	Victoria N.S	8 84	12 00		
Lower Wentworth	Cumberland N.S	41 48	18 00		
Lower West Jeddore	Halifax N.S	26 05	12 00		
Lower West Pubnico	Yarmouth N.S	41 98	16 00		
Lower West River	Antigonishe N.S	8 60	12 00		
Lower Whitehaven	Guysborough N.S	75 00	36 00		
Lower Windsor	Carleton N.B	19 00	12 00		
Lower Woodstock	Carleton N.B	92 12	36 00		
Lowlands	Lambton, E.R. O	18 00	12 00		
Low Point	Inverness N.S	41 50	20 00		10 00
Lowville	Halton O	138 71	65 00		
Loyal	Huron, W.R. O	65 00	10 00		
Loyer Settlement	Gloucester N.B	16 00	12 00		
Lucas	Marquette M	20 98	16 00		
Lucasville	Lambton, W.R O	24 03	20 00		
Lucerne	Wright Q	12 85	12 00		
Lucille	Cardwell O	24 00	16 00		
Ludlow	Northumberland N.B	73 14	28 00		
Lulu Island	New Westminster B.C	62 18	52 00		
Lumby	Yale & Cariboo B.C	80 00	32 00	4 00	
Lumley	Perth, S.R O	18 92	16 00		
Lumsden's Mills	Pontiac Q	226 50	75 00		
Lund	Barrard B.C	51 86	32 00		
Lundar	Selkirk M	20 20	12 00		
Lurgan	Bruce, W.R. O	32 00	16 00		
Lyesville	Wright Q	20 00	40 00		
Lynes Mountain	Westmoreland N.B	11 00	12 00		
Lynn	Elgin, E.R O	35 00	20 00		
Lyleton	Brandon M	178 21	24 00		
Lynch's Corner	King's N.B	2 00	12 00		
Lyndale	King's P.E.I	7 00	12 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary based on revenue of previous years.	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Lyndon	Alta	106 34	60 00		
Lynn	Colchester ..N.S	12 00	12 00		
Lynnfield	Charlotte ... N.B	33 90	20 00		
Lynn Valley	Norfolk, S.R O	75 00	54 00		
Lynnville	Norfolk, N.R O	54 10	24 00		
Lyons	Middlesex, E.R.....O	107 06	60 00		
Lyonshall	Lisgar M	62 46	30 00		
Lysander	Megantic Q	48 25	24 00		
Lyttleton	Northumberland.. .N.B	6 00	12 00		
MCADAMS LAKE	Cape Breton .. N.S	9 00	12 00		
McArras Brook	Antigonishe .. N.S	19 00	12 00		
McArthur's Mills	Hastings, N.R.....O	48 94	24 00		
McAulay's	Victoria .. N.S	22 20	12 00	2 00	
McCallum's Settlement	Colchester N.S	12 00	12 00		
McCormack	Inverness.....N.S	23 00	12 00		
McCormick	Glengarry O	37 94	20 00		
McCready	Middlesex, W.R. O	32 00	16 00		
McCreary	Macdonald..... ....M	224 45	60 00		
McCrimmon	Glengarry O	103 37	44 00		
McCuddy	Yale and Cariboo....B.C	39 81	18 34		
McDonald's Corner	Sunbury & Queen's...N.B	18 00	24 00		
McDonald Hills	Assa. East	38 58	10 00		
McDonald's Point	Sunbury & Queen's N.B	42 00	20 00		
McDougall	Renfrew, S.R. .....O	48 98	24 00		
McDougall Settlement	Westmoreland .....N.B	58 00	12 00		
McGarry	Lanark, S.R .....O	33 00	20 00		
McGill St	Montreal Q	3,061 14	41 67		
McGrath Mountain	Pictou.....N.S	2 00	12 00		
McGregor	Essex, S.R O	79 00	70 00		
McGuigan	Yale & Cariboo .....B.C	117 62	50 00		
McInnes	Middlesex, N.R O	53 93	16 00		
McIntyre	Grey, E.R.....O	115 00	54 00	2 00	
McIntyre's Lake	Richmond.....N.S	17 50	16 00	2 00	
McIntyre's Mountain	Inverness.....N.S	7 00	12 00		
McIver	Bruce, N.R O	18 00	12 00		
McKee's Mills	Kent .....N.B	28 00	12 00	1 50	
McKenzie	Lisgar M	66 50	36 00		
McKenzie Lake	Nipissing.....O	11 20	12 00		
McKenzie's Corner	Carleton .....N.B	24 00	16 00		
McKinlay	Lanark, N.R. .....O	7 00	12 00		
McKinnon's Brook	Inverness.....N.S	8 00	10 00		
McKinnon's Harbour	Victoria .....N.S	37 00	20 00	4 00	
McLachlan	Macdonald. M	11 00	7 50		
McLaughlin Road	Kent .....N.B	24 00	12 00		
McLean	Addington O	30 54	12 00		
McLean	Assa. West	102 57	40 00		8 57
McLean	Kent .....N.B	20 46	12 00		
McLeanville	Cape Breton.... .....N.S	11 98	12 00		
McLellan's Brook	Pictou.....N.S	32 50	16 00		
McLellan's Mountain	Pictou.....N.S	20 00	12 00		
McLeod Mills	Kent .....N.B	59 86	28 00		
McLeod's Crossing	Compton Q	87 00	36 00		
MacMillan	Ontario, N.R O	36 00			
McMillan's Corners	Glengarry ..... O	27 50	16 00	3 00	
McNab	Lincoln & Niagara. ....O	93 00	10 00		

Opened 1 11 00. * Opened 1 2 01. Closed 1 4 01. $ Credit for new office not yet opened

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue	Salary (based on revenue of previous year).	Forward Allowances.	Night Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
McNab's Cove	Richmond N.S	27 00	12 00		
McNairn	Kent N.B	37 82	20 00		
McNamee	Northumberland N.B	24 00	16 00		
McNaughton	Antigonishe N.S	58 34	36 00	2 00	
McNeill's Mills	Prince West P.E.I	13 92	12 00		
McNeil's Vale	Victoria N.S	5 00	12 00		
†McNeely's	Annapolis N.S	21 00	7 50		
McNutt's Island	Shelburne & Queen's N.S	28 00	12 00		
McPhail	Lanark, S.R. O		12 00		
McPherson	Antigonishe N.S	33 00	16 00		
McPherson's Ferry	Richmond N.S	19 00	16 00		
McPherson's Mills	Pictou N.S	41 50	20 00		
McQuade	Westmoreland N.B	2 00	16 00		
McVicar	Bruce, N.R. O	63 70	30 00		
Mabee	Norfolk, N.R. O	191 24	70 00		
Mabel	Argenteuil Q	18 00	12 00		
Mabou Coal Mines	Inverness N.S	32 00	20 00		
Mabou Harbour	Inverness N.S	16 10	12 00		
Mabou Harbour Mouth	Inverness N.S	15 50	12 00		
Macdonald	Lennox O	12 00	12 00		
Macdonald	Macdonald M	221 70	120 00	3 00	
MacDougall	Prince West P.E.I	33 00	16 00		
Mace's Bay	Charlotte N.B	62 00	30 00		
Macenpaac	York N.B	8 93	12 00		
Machtosh Mills	Leeds, S.R. O	40 94	20 00		
Mackey's Station	Nipissing O	151 50	76 00		
Mackeville	King N.B	7 00	12 00		
MacLennan	Algoma O	274 30	100 00	3 00	
Macnaquack	York N.B	13 00	12 00		
Macton	Wellington, C.R. O	24 00	12 00		
Macville	Cardwell O	69 95	28 00		
Madawaska	Nipissing O	340 25	55 00		
†Maddington Falls	Q	21 00	6 85		
Maddock	Prince West P.E.I	68 00	30 00		
Madeas Cove	Lunenburg N.S	53 00	16 00		
Madford	Brandon M	49 32	33 00		
Mafeking	Huron, W.R. O	30 92	10 00		
Magenta	Rouville Q	12 00	12 00		
Magrath	Alta	188 65	10 00		
Magrave	Middlesex, N.R. O	151 82	65 00		
Magoon's Point.	Stanstead Q	6 00	12 00		
Magpie	Saguenay Q	15 09	20 00		
Magundy	York N.B	19 98	16 00		
Maidstone	Essex, N.R. O	222 29	80 00		
Maillhot	Megantic Q	33 20	12 00		
Main River	Kent N.B	60 00	36 00		
Main Stream	Carleton N.B	21 00	12 00		
Mair's Mills	Simcoe, N.R. O	11 00	12 00		
Maitland	Grenville, S.R. O	182 19	50 00		
Maitland	Annapolis N.S	82 48	46 00		
Maitland Forks	Lunenburg N.S	11 00	12 00		
Maitta Hill	New Westminster B.C	56 20	20 00		
Malaga Gold Mines	Shelburne & Queen's N.S	68 90	60 00		
Malagash	Cumberland N.S	9 00	12 00		
Malagash Point	Cumberland N.S	41 90	20 00		
Malagawatch	Inverness N.S	12 00	16 00	2 00	12 00
Malakoff	Carleton O	145 84	48 00		52 00
Mal Bay	Gaspé Q	147 35	80 00		

‡Opened 1-10-00. †Opened 1-6-01

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Malcolm	Bruce, E.R. O	53 94	24 00		
Malignant Cove	Antigonishe N.S	90 00	28 00	8 00	
‖Malden	Westmoreland N.B	12 00	12 00		
Malmaison	Missisquoi Q	80 00	70 00	30 00	
Malone	Hastings, N.R O	81 76	44 00		
Malta	Ontario, N.R. O	32 16	16 00		
Malton	Peel O	162 50	84 00		
Malvern	York, E.R O	74 72	44 00		
Malvina	Compton Q	75 00	38 00		
Malwood	Carleton O	25 90	12 00		
Manette Lake	Yale & Cariboo B.C	10 00	18 00		
Manchester	Ontario, S.R. O	160 15	100 00		
Manda	Brandon M	15 88	16 00		
Mandamin	Lambton, W.R. O	134 87	64 00	50	
* Mandan	Selkirk M	28 51	8 00		
Mandeville	Muskoka & Parry Sd. O	53 25	20 00		
Manganese Mines	Colchester N.S	16 00	12 00		
§ Manicouagan	Chicoutimi & Saguenay Q	35 65	0 83		
Manion	Lanark, S.R O	68 36	30 00	8 00	
Manners Sutton	York N.B	76 44	30 00		
Mannheim	Waterloo, S.R. O	59 94	24 00		
Mannhurst	King N.B	15 16	12 00		
† Manor	Assa. East	65 25	3 00		
Manotick Station	Russell O	49 28	20 00	2 00	
Mansewood	Halton O	77 00	30 00		
Mansfield	Simcoe, S.R. O	208 64	76 00		
Mansfield	Cumberland N.S	18 50	12 00		
Mansfield	Kings P.E.I	11 00	12 00		
Manson Creek	Yale & Cariboo B.C	16 00	20 00		
Mansonville Station	Brome Q	160 00	60 00	10 00	
Manuels	Northumberland N.B	19 50	12 00		
Manvers Station	Durham, E.R. O	98 88	48 00		
Maple Green	Restigouche N.B	16 00	12 00		
Maple Grove	Middlesex, E.R. O	91 00	44 00		
Maple Grove	Mégantic Q	150 77	73 34		
Maple Grove	Hants N.S	27 96	16 00		
Maple Hill	Bruce, E.R O	21 00	16 00		
Maple Hill	Mégantic Q	73 92	30 00		
Maplehurst	Carleton N.B	21 92	12 00		
Maple Island	Muskoka & Parry Sd. O	51 47	16 00	2 00	
Maple Lake	Victoria, N.R O	39 00	20 00		
Maple Lake Station	Muskoka & Parry Sd. O	145 25	70 00		
Maple Leaf	Compton Q	23 00	12 00		
Maple Lodge	Middlesex, N.R. O	55 88	24 00		
Maple Plains	Prince, East P.E.I	5 00	10 00		
‡ Maple Ridge	Ontario, N.R. O	19 16	15 00		
Maple Ridge	Pontiac Q	38 96	20 00		
Maple Ridge	York N.B	8 88	12 00		
Maple Ridge	Antigonishe N.S	3 50	10 00		
Mapleton	Elgin, E.R O	60 92	32 00		
Mapleton	Albert N.B	15 00	12 00		
Mapleton	Cumberland N.S	32 00	16 00		
Maple Valley	Simcoe, N.R. O	91 96	36 00		
Maple View	Northumberland, E.R. O	42 70	24 00		
Maple View	Victoria N.B	23 79	12 00		
Maplewood	Oxford, N.R O	69 00	44 00		
Maplewood	York N.B	16 98	12 00		

Opened 1-11-01. Summer office. † Opened 1-4-01. ‡ Classed 25-3-01. § Opened 1-6-01.
‖ Late Emigrant Road.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue	Salary (Limited according to revenue of previous year).	Forward Allowances.	Night Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
Marquart Lake	Sunbury & Queen's ,N.B	14 00	12 00		
Mar	Bruce, N.R O	65 50	30 00	4 00	
Mara	York & Caribou ..B.C	73 86	36 00		
Marathon	Lanark, N.R O	46 20	20 00		
Maravilla	Leeds M	20 00	16 00		
Marburg	Norfolk, S.R O	37 00	24 00		
March	Carleton O	18 00	16 00		
Marchbank	King's ,N B	9 00	12 00		
Marchhurst	Carleton O	21 91	16 00		
Marchmont	Simcoe, E.R O	48 00	30 00		
Marden	Wellington, S.R O	81 44	36 00		
Margaree Forks	Inverness N.S	114 45	62 00	12 00	20 00
Margaree Island	Inverness N.S	3 00	12 00		
Margate	Prince East P.E.I	89 00	44 00		
Maria	Bonaventure Q	212 09	114 00		
Maria Capes	Bonaventure Q	114 20	40 00		
Maria de Kent	Kent N.B	8 00	12 00		
Maria East	Bonaventure Q	61 16	10 00		
Marigold	Assa East	7 00	10 00		
Marie Bridge	King's P.E.I	15 00	12 00	2 00	
Marie Joseph	Guysborough N.S	100 98	30 00		
Marieston	Assa West	39 50	20 00	6 00	
Marigold	Lotbinière Q	15 09	7 12		
Marion Bridge	Cape Breton N.S	51 16	32 00	12 00	
Marion Bridge Road	Cape Breton N.S	3 00	12 00		
Marlpasse	Pontiac M	30 75	5 00		
Marmora	Hastings O	57 98	24 00		
Marmoraville	King's N.B	18 00	24 00	2 00	
Marlwood	Selkirk M	32 90	20 00		
Marlton	Inverness N.S	12 00	12 00		
Marlborough	Assa West	72 94	20 00		
Marlington	Stanstead Q	20 00	20 00		
Marlow	Bonaventure Q	73 94	20 00	20 00	
Marmora	Grey, N.R. O	29 75	20 00	1 50	
Marmora	Marquette M	24 00	20 00		
Marnoch	Huron, W.R O	21 94	20 00		
Marquette	Selkirk M	220 92	84 00	40 00	
Marquette Post	Lisgar M	18 95	20 00		
Marquis Cove	Lunenburg N.S	71 35	36 00		
Marquisate	Kent N.B	12 00	12 00		
Marsden	Compton Q	8 98	12 00		
Marsh	Pictou N.S	15 25	12 00		
Marsh Brook	Inverness N.S	10 00	12 00		
Marshall Town	Digby N.S	58 00	36 00		
Marshfield	Pictou N.S	16 00	12 00		
Marshy West Bay	Inverness N.S	19 00	12 00		3 00
Marshfield	Queen's P.E.I	20 01	16 00		
Mars Hill	Carleton N.B	11 20	12 00		
Marsville	Pictou N.S	17 20	12 00		
Marsh Hope	Pictou N.S	28 50	12 00	1 00	
Marsolet	Gaspé Q	13 20	12 00		
Marston	Norfolk, S.R O	19 00	12 00		
Martin	Queen's West P.E.I	17 00	12 00		
Martinique	Victoria N.B	23 00	12 00		
Martinsdale	Wright Q	27 84	12 00		
Martins Lake	Pontiac Q	11 94	12 00		
Martins Point	Lunenburg N.S	33 00	20 00		
Martins River	Lunenburg N.S	46 00	20 00		

Opened 1-2-'01 Opened 15-10-'00 Opened 5-4-'01

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Martinvale	King's P.E.I	20 00	10 00		
Martinville	Compton Q	310 81	120 00		
Martock	Hants N.S	56 00	24 00		
Marvelville	Russell O	51 44	30 00		
Marvin	King's N.B	12 00	12 00		
Maryfield	Assa. East	4 95	20 00		
Mary Hill	Selkirk M	29 88	12 00	4 00	
Maryland	Pontiac Q	94 96	60 00	16 00	
Maryvale	Antigonishe N.S	13 74	12 00	2 00	
Mascarene	Charlotte N.B	23 00	16 00		
Masconche	L'Assomption Q	254 92	120 00	4 00	
Masconche Rapids	L'Assomption Q	27 02	16 00		
Masham Mills	Wright Q	101 19	33 00	6 00	
Maskatwata	Brandon M	25 90	16 00		
Maskinonge	Maskinonge Q		22 00		
Masonville	Middlesex, E.R O	20 00	20 00		
Massie	Grey, N.R O	89 02	40 00		
Mass Town	Colchester N.S	67 00	24 00		
Mastai	Quebec Q	80 50	73 00		
Mastigouche	Maskinonge Q	67 00	20 00		
Matawatchan	Renfrew, S.R O	38 91	20 00		
Matheson	Victoria N.S	17 00	12 00		
Mathieu	Bonaventure Q	11 00	6 67		
Mattatall Lake	Colchester N.S	27 00	12 00		
Mattne	Guysborough N.S	26 00	20 00		
Maugerville	Sunbury & Queen's N.B	101 30	36 00	3 00	
Mavillette	Digby N.S	49 00	16 00		
Mawcook	Sheffford Q	78 00	36 00		
Maxwellton Station	Digby N.S	57 00	24 00		
May Bank	Huntingdon Q	50 00	24 00		
Mayerville	Russell O	45 70	15 33		
Mayfair	Middlesex, W.R O	64 00	30 00		
Mayfield	Antigonishe N.S	17 00	12 00		
Mayfield	Peel O	49 00	24 00		
Mayfield	Queen's West P.E.I	83 25	28 00		
Maynard	Grenville, S.R O	12 00	12 00		
Maxie	Brandon M	3 00	12 00		
Mayo	Labelle Q	75 04	28 00		
Maywood	Victoria B.C	70 34	20 00		
Meadow	Albert N.B	9 00	12 00		
Meadow Creek	Alta	31 82	44 00		
Meadow Lea	Selkirk M	71 34	32 00	10 00	
Meadows	Charlotte N.B	86 46	44 00	2 00	
Meadows Road	Cape Breton N.S	13 00	16 00		
Meadowvale	Selkirk M	14 07	12 00		
Meadowvale	Annapolis N.S	18 50	12 00		
Meadowville Station	Pictou N.S	134 92	40 00	12 00	
Meagher's Grant	Halifax N.S	90 65	30 00		
Meat Cove	Victoria N.S	16 20	12 00		
Mechanic's Settlement	King's N.B	36 91	24 00		
Mecumona	Muskoka & Parry Sd O	42 48	20 00	2 00	
Medford	King's N.S	28 43	16 00		
Medina	Oxford, N.R O	65 34	40 00		
Medora Station	Brandon M	197 12	80 00		
Meggs Corners	Mississquoi Q	85 71	36 00		
Meiklefield	Pictou N.S	9 00	12 00		
Meisners	Lunenburg N.S	9 00	12 00		
Mekawin	Macdonald M	27 04	24 00		

* Opened 1 11.00.

SESSIONAL PAPER No. 24

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.		Revenue.	Salary [illegible]	Forward Allowance.	Night Allowance.
			$ cts.	$ cts.	$ cts.	$ cts.
Melanethon	Grey, E.R.	O.	200 25	84 00		
Melanson	King's	N.S.	137 50	10 00		
Melasco	Richmond	Q.	48 75	24 00		
Melbourne	Macdonald	M.	27 96	16 00		
Melbourne Ridge	Richmond	Q.	84 64	36 00		
Melcombe	Leeds, S.R.	O.	115 96	40 00		
Meldrum Bay	Algoma	O.	144 25	56 00		
Melford	Inverness	N.S.	53 00	24 00	6 00	
Melfort		Sask.	150 82	18 00		
Melgrand	Wellington, N.R.	O.	54 11	28 00		
†Melissa	Muskoka & Parry Sd.	O.	15 00	11 00		
Melocheville	Beauharnois	Q.	80 00	40 00		
Melrose	Hastings, E.R.	O.	105 06	40 00		
Melrose	Guysborough	N.S.	60 16	60 00	11 46	20 00
Melrose	Westmoreland	N.B.	61 95	36 00		
*Melrose	Selkirk	M.	36 02	8 42		
Melrose	Marquette	M.	35 00	10 00		
Melville	Inverness	N.S.	12 00	16 00		
Melville	Prince Edward	O.	58 91	48 00		
Melville Cross	Cardwell	O.	91 90	44 00		
Memel	Albert	N.B.	9 00	12 00		
Memramcook East	Westmoreland	N.B.	24 00	12 00		
Memramcook West	Westmoreland	N.B.	167 50	60 00		
Menie	Northumberland, E.R.	O.	152 05	70 00		
Menota	Brandon	M.		1 05		
Menzieville		Assa.	32 00	9 00		
Menzietta	Brandon	M.	42 96	20 00		
Mercer	King's	N.B.	7 00	12 00		
Meredith	Bellechasse	Q.	36 20	16 00	6 00	
Meredith	Charlotte	N.B.	15 55	10 00		
Meridian		Assa. East	16 06	10 00		
Merrimac	Inverness	N.S.	29 50	12 00		
Merrivale	Carleton	O.	35 90	20 00		
Merrywood Farm	Queen's East	P.E.I.	12 00	12 00		
Merton	Halton	O.	70 00	36 00		
Meteghan River	Digby	N.S.	300 95	90 00		
Meteghan Station	Digby	N.S.	149 28	54 00		
Metgermette	Beauce	Q.	11 20	12 00		
Methot's Mills	Lotbinière	Q.	282 17	90 00	52 00	
Metlakatla	Burrard	B.C.	290 18	100 00		
Metropolitan	Perth, S.R.	O.	56 00	16 00		
Metz	Wellington, C.R.	O.	30 00	20 00		
Meyersburg	Northumberland, E.R.	O.	55 44	24 00		
Meyerville	Lanark, S.R.	O.	51 00	32 00	2 00	
Meyronds Bay	Algoma	O.	21 93	16 00		
Michaud	Victoria	N.B.	50 00	36 00		
Michel	Yale & Cariboo	B.C.	436 92	40 00		
Michie	Brandon	M.	9 00	24 00		
Michipicoten Harbour	Algoma	O.	930 50	245 00		
Michipicoten River	Algoma	O.	200 43	80 00		
Mickesburg	Restigouche, N.B.	O.	97 00	40 00		
Middlesex	Cumberland	N.S.	47 00	20 00		
Middle Beaver Bank	Halifax	N.S.	12 00	12 00		
Middle Cape	Cape Breton	N.S.	14 04	12 00		
Middle Caraquet	Gloucester	N.B.	149 98	56 00		
Middle Church	Selkirk	M.	144 32	56 00		
Middle Country Harbour	Guysborough	N.S.	34 00	20 00		6 00
Middle Coverdale	Albert	N.B.	20 00	12 00		

‡ Closed 1 6 01 * Opened 19 10 00 † Closed 24-7-00. Lat. Closed Lat.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Middlefield	Shelburne & Queen's, N.S	31 94	16 00	8 00	
Middle Hamesville	York, N.B	14 96	12 00		
Middle La Have Ferry	Lunenburg, N.S	36 01	20 00		
Middle Manchester	Guysborough, N.S	16 00	20 00		
Middlemarch	Elgin, W.R., O	21 74	16 00		
Middlemiss	Middlesex, W.R., O	189 76	90 00		
Middle Ohio	Shelburne & Queen's, N.S	20 00	12 00		
Middle River	Victoria, N.S	50 98	24 00		
Middle Sackville	Halifax, N.S	14 01	16 00		
Middle Settlement of Barney's Riv	Pictou, N.S	20 98	18 00		
Middlesex	Albert, N.B	11 96	12 00		
Middle Simonds	Carleton, N.B	71 00	40 00		
Middle Southampton	York, N.B	83 00	36 00		
Middle West Pubnico	Yarmouth, N.S	47 98	10 00		
Middleton	Prince Edward, P.E.I	18 78	12 00		
Middleton	Westmoreland, N.B	35 00	16 00		
Middleton	Antigonishe, N.S	14 00	12 00		
Midford	Muskoka & Parry Sd., O	15 00	12 00		
Midgell	King's, P.E.I	17 40	12 00		
Miagic Station	Westmoreland, N.B	77 00	42 00	8 00	
Midhurst	Simcoe, N.R., O	104 84	50 00		
Midland	King's, N.B	32 00	16 00		
Mid Lothian	Muskoka & Parry Sd., O	49 10	24 00		
Midnapore	Alta	166 52	70 00		3 25
Midville Branch	Lunenburg, N.S	16 00	12 00		
Midway	Albert, N.B	6 00	10 00		
Miguasha	Bonaventure, Q	17 00	12 00		
Milan	Compton, Q	157 50	90 00	24 00	
Milburn	King's, P.E.I	15 25	12 00		
Milby	Sherbrooke, Q	71 00	36 00		
Milestone	Assa West	279 57	10 00	1 34	
Miletta	Stanstead, Q	22 00	12 00		
Milford	Prince Edward, O	162 00	76 00		
Milford	Annapolis, N.S	32 50	20 00	2 00	
Milford	St. John, N.B	148 50	70 00	6 00	
Milford Bay	Simcoe, E.R., O	100 39	42 00		
Milford Haven Bridge	Guysborough, N.S	33 50	16 00	*10 00	
Milton Point	Inverness, N.S	12 00	12 00		
Milkish	King, N.B	9 00	12 00		
Millancilk	Megantic, Q	10 00	1 67		
Millar's Corners	Grenville, N.R., O	187 00	40 00		
Millarton	Bruce, W.R., O	39 00	20 00		
Millbank	Northumberland, N.B	21 00	12 00		
Mill Bridge	Hastings, N.R., O	132 02	80 00		
Mill Brook	Pictou, N.S	25 50	14 00		
Mill Brook	Sunbury & Queen's, N.B	7 00	12 00		
Millbrook	Selkirk, M	23 70	16 00		
Mill Cove	Lunenburg, N.S	7 20	10 00		
Mill Cove	Sunbury & Queen's, N.B	20 00	16 00		
Mill Cove	Queen's East, P.E.I	8 00	12 00		
Mill Creek	Cape Breton, N.S	10 00	12 00		
Mill Creek	Macdonald, M	5 50	10 00		
Milledgeville	St. John, N.B	125 50	52 00	*4 00	
Mille Isles	Argenteuil, Q	56 94	28 00		
Miller Lake	Bruce, N.R., O	68 20	40 00		
Miller's Creek	Hants, N.S	78 92	10 00		
Millet	Alta	89 15	24 00		

* Special allowance. † Opened 1 5 01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue	Salary based on revenue of preceding years.	Forward Allowance	Night Allowance
		$ cts.	$ cts.	$ cts.	$ cts.
Mille Vaches	Saguenay Q	52 93	24 00		
Millfield	Megantic Q	35 00	20 00	2 00	
Mill Grove	Wentworth, S R O	123 51	40 00		
Mill Haven	Lennox O	71 28	30 00		
Millikin	York, E R O	93 90	40 00		
Millington	Brome Q	129 00	40 00		
Millington	Ontario, N R O	20 00	20 00		
Mill River	Prince West P.E.I	103 70	50 00	16 00	
Mill Road	Lunenburg N.S	5 00	10 00		
Mill Settlement	Sunbury & Queen's N.B	23 50	12 00		
Millstream	Bonaventure Q	35 25	22 00		12 00
Millstream	King's N.B	112 50	56 00	8 00	
Millstream	Vancouver B.C	22 61	20 00		
Millsville	Pictou N.S	107 89	40 00		
Milltown Cross	Queen's East P.E.I	23 00	18 00		
Millvale	Queen's West P.E.I	8 98	12 00		
Mill View	Queen's East P.E.I	90 09	32 00	10 50	
Millville	King's N.S	80 98	36 00		
Millville Bonlarderie	Cape Breton N.S	82 92	44 00		12 00
Millward	Alta	74 20	20 00		
Milkwood	Marquette M	143 37	80 00		
Milne's Landing	Vancouver B.C	85 00	24 00		
Milsap	Addington O	20 00	12 00		
Milton East	Shefford Q	128 00	50 00		
Milton Station	Queen's West P.E.I	26 00	16 00	2 00	
Minnegash	Prince West P.E.I	5 00	18 00		
Minnesa	Wellington, S.R O	48 32	24 00		
Minnesville	Hants N.S	64 00	24 00		
Mindemoya	Algoma O	149 32	60 00		
Mineral	Carleton N.B	16 00	12 00		
Mineral Rock	Cape Breton N.S	9 00	12 00		
Mineral Springs	Wentworth N. & Brant O	31 31	10 00		
Minerve	Labelle Q	22 20	12 00		
Minett	Simcoe, E.R O	184 00	80 00		
Minneville	Hants N.S	9 50	12 00		
Minnow	Chicoutimi & Saguenay Q	21 20	20 00	5 00	
Minudie	Digby N.S	47 98	24 00		
Minnewakan	Selkirk M	57 94	24 00	3 84	
Minto	Pictou N.S	15 00	16 00		
Minto	Hastings, N.R O	25 00	5 00		
Minto	Brandon M	184 73	120 00	12 00	
Minton	Stanstead Q	25 50	14 00		
Miquelon	Cumberland N.S	122 15	50 00		
Mira Gut	Cape Breton N.S	97 00	20 00	6 50	
Mirabel	Two Mountains Q	82 20	28 00		
Miranda	Mississippi O	11 98	12 00		
Miscou Centre	Gloucester N.B	13 00	12 00		
Miscouche	Prince East P.E.I	234 36	80 00	8 00	
Misouri Harbour	Gloucester N.B	39 92	20 00		
Misouri Light House	Gloucester N.B	15 70	20 00		
Missie	Ontario O	36 00	20 00		6 00
Mispec	St. John N.B	108 50	12 00		
Missanabie	Algoma O	249 20	150 00		
Mississippi Station	Addington O	140 50	60 00		
Missisquoi	Missisquoi Q	172 20	80 00	4 50	
Mistassini	Saguenay Q	61 87	20 00	2 50	
Mitchell River	King's P.E.I	12 00	12 00		
Mitchells Bay	Kent O	23 26	18 00		

* For Summer of 1900
† Opened 1 01

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Mitchell Settlement	Restigouche ....N.B	7 00	12 00		
Mitchell Square	Simcoe, E.R. ....O	98 46	50 00		
Mitchell Station	Nicolet ....Q	127 56	90 00		
Mitchellville	Leeds, S.R ....O	54 00	26 00		
Mizonette	Gloucester ....N.B	26 96	12 00		
Mochelle	Annapolis ....N.S	53 00	24 00		
Moe's River	Compton ....Q	129 00	60 00		
Moffat	Halton ....O	59 20	36 00		
Moffat	Assa. East	112 94	36 00		
Moira	Hastings, N.R ....O	154 85	80 00	2 00	
Moisie	Saguenay ....Q	55 72	45 00		
Moline	Marquette ....M	8 00	12 00		
Molson	Selkirk ....M	158 90	48 00	1 50	10 83
Moltke	Grey, S.R. ....O	49 96	20 00		
Monaghan	Queen's East ....P.E.I	6 00	12 00		
Monaka	Argenteuil ....Q	22 96	12 00		
Monck	Wellington, N.R ....O	38 11	20 00		
Monckland Station	Stormont ....O	270 40	96 00		
Moncrieff	Huron, E.R. ....O	41 92	24 00		
Moncton Road	Westmoreland ....N.B	2 00	10 00		
*Monetville	Nipissing ....O	8 50	0 83		
Moneymore	Hastings, E.R. ....O	13 00	12 00		
Mongenais	Vaudreuil ....Q	87 20	32 00		
Mongolia	York, E.R ....O	54 37	24 00		
Monk Road	Hastings, N.R. ....O	13 00	10 00		
Monk's Head	Antigonishe ....N.S	11 98	16 00		
Monkton	Perth, N.R ....O	318 10	120 00	8 00	
Mono Centre	Cardwell ....O	80 00	40 00		
Monsell	Ontario, N.R. ....O	4 00	12 00		
Montague Cross	Queen's East ....P.E.I	51 96	24 00		
Montague Gold Mines	Halifax ....N.S	36 60	20 00		
Montauban	Portneuf ....Q	253 26	80 00		
Montcalm	Montcalm ....Q	103 00	48 00		
Montcerf	Wright ....Q	93 67	20 00		
Mont Dufresne	Richmond ....Q	13 00	12 00		
Montcagle Valley	Hastings, N.R ....O	67 92	24 00		
Monte Creek	Yale & Cariboo ....B.C	226 47	150 00	25 33	12 00
Montebore	Brandon ....M	22 84	20 00	1 50	
Montfort	Argenteuil ....Q	235 00	84 00		
Montgomery	Assa. East	32 00	16 00		
Monticello	Wellington, N.R. ....O	73 96	30 00		
Montmello	Kings ....P.E.I	21 00	12 00		
†Montigny	Labelle ....Q	10 67	6 67		
Mont Louis	Gaspe ....Q	172 20	56 00		
Montmartre	Assa. East	22 60	20 00		
Montmorency East	Montmorency ....Q	34 75	16 00		
Montmorency, Falls	Quebec ....Q	100 90	40 00	4 00	
Montmorency Village	Quebec ....Q	576 53	180 00		
Montpelier	Labelle ....Q	49 98	20 00		
Montreal River	Nipissing ....O	11 00	16 00		
Montreal South	Chambly & Vercheres ....Q	43 00	24 00		
Montreal West	Jacques Cartier ....Q	248 19	90 00		
Montrose	Colchester ....N.S	48 90	20 00		
Montrose	Welland ....O	64 50	25 00		
Montrose	Prince West ....P.E.I	117 94	48 00		
Montrose	Macdonald ....M	11 66	12 00		
Mont St. Hilaire	Rouville ....Q	91 70	36 00		
Monument Settlement	Carleton ....N.B	30 00	16 00		

*Opened 1 6 01. †Opened 1 11 00. ‡Including $25 special salary.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office	Electoral District	Revenue	Salary [illegible]	Forward Allowance	Night Allowance
		$ cts.	$ cts.	$ cts.	$ cts.
Moodyville	Burrard ..B.C	252 00	107 00	..	..
‡Moon River	Muskoka & Parry Sd.. O	..	10 00	..	..
Moonstone	Simcoe, E.R O	183 77	96 00	..	..
Moorestown	Grey, N.R.....O	93 00	40 00	2 00	..
Moore's Falls	Victoria, N.R O	17 56	12 00	..	..
Moore's Mills	Charlotte ..N.B	123 50	50 00	18 00	..
Moorewilloe	Middlesex, N.R O	61 01	36 00	..	..
Moose Brook	Hants ..N.S	26 53	16 00	..	..
Moose Creek	Stormont O	181 00	245 00	21 66	..
Mooseland	Halifax ..N.S	25 00	16 00	..	..
Mooseland	Halifax ..N.S	86 00	28 00	..	10 00
Moose Park	Queens O	78 10	44 00	..	..
Moose River	Pictou ..N.S	12 00	12 00	..	..
Moose River	Cumberland.....N.S	24 00	16 00	..	..
Moose River Gold Mines	Halifax.....N.S	70 00	28 00	..	..
Moran	Northumberland. N.B	17 00	16 00	..	..
Moran	Antigonish ..N.S	15 00	12 00	..	..
Moravianstown	Elgin, W.R..... O	21 00	16 00	..	..
Morey	Middlesex, N.R.....O	61 86	30 00	..	..
Morden	Kings ..N.S	39 56	24 00	..	..
Morehead	Pontiac.....O	45 00	20 00	..	..
Morehouse	Northumberland.. N.B	43 45	20 00	..	..
Morell East	King's P.E.I	2 40	10 00	..	..
Morell Rear	King's P.E.I	15 00	12 00	..	..
Morganston	Northumberland, E.R.O	219 97	80 00	..	..
Morganville	Digby ..N.S	21 00	10 00	..	..
Morgeson	Montmagny Q	96 50	30 00	..	..
Morin Flats	Argenteuil O	108 00	56 00	9 50	..
‡Morinus	Simcoe, E.R O	22 00	12 00	..	..
Morinville	Alta	69 00	30 00	..	..
Morley	Grey, E.R O	17 00	12 00	..	..
Morley	Alta	167 65	90 00	4 00	28 58
§Morningside	Alta	18 00	6 00	..	..
Morpeth	Lisgar M	15 02	16 00	..	..
*Morris Island	Yarmouth ..N.S	6 00	7 10	..	..
Morrison	Inverness ..N.S	13 00	10 00	..	..
Morrison Lake	Simcoe, E.R O	..	12 00	..	..
Morristown	Antigonish ..N.S	18 40	12 00	..	..
Morristown	Kings ..N.S	9 00	12 00	..	..
Morrisville	Algoma O	38 00	16 00	..	..
Mortimer's Point	Simcoe, E.R O	84 96	40 00	..	..
Morton	Leeds, S.R O	110 02	78 00	12 00	..
‡Morton Park	York, N.R O	17 50	10 00	..	..
Morton's Corner	Lunenburg ..N.S	5 94	12 00	..	..
Morvan	Antigonish ..N.S	12 00	12 00	..	..
Morvin	Lennox..... O	59 36	44 00	..	..
Mosborough	Wellington, S.R O	81 00	44 00	..	..
Moscow	Addington O	244 10	84 00	..	..
Mosel's River	Halifax ..N.S	230 78	108 00	..	..
Mosgrove	Carleton O	29 59	20 00	..	..
Mosher's Corner	Annapolis ..N.S	26 20	20 00	..	..
Mosherville	Hants ..N.S	52 98	30 00	..	..
Moss Glen	King's ..N.B	14 96	20 00	..	..
Mossside	Middlesex, W.R. O	71 50	28 00	..	..
Mossley	Middlesex, E.R O	93 00	40 00	..	..
Mossman's Grant	Lunenburg ..N.S	45 00	16 00	..	..
Motherwell	Perth, S.R O	129 57	64 00	..	..
Moulin's River	Kent ..N.B	61 78	30 00	..	..

*Opened 16 10 00. ‡Summer office. †Late March Road. §Opened 1 7 01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Moulin Basinet	Joliette, Q	5 00	10 00		
Moulin Chaurette	Three Riv. & St Maurice, Q	68 00	20 00		
Moulinette	Stormont, O	293 22	170 00		
Moulin Têtu	Lotbinière, Q	35 96	24 00		
Moulton	Haldimand & Monck, O	74 00	28 00		
Mountain Brook	Restigouche, N.B	17 25	12 00		
Mountain Dale	King's, N.B	13 94	12 00		
Mountain Gap	Marquette, M	28 86	16 00		
Mountain Grove	Addington, O	264 10	110 00	4 00	
Mountain Mill	Alta	16 00	10 00		
Mountain Road	Pictou, N.S	20 03	12 00		
Mountain View	Prince Edward, O	101 78	44 00		
Mountain View	Alta	117 91	60 00		
Mount Albion	Wentworth, S.R, O	31 88	20 00		
Mount Albion	Queen's East, P.E.I	49 00	20 00		
Mount Buchanan	Queen's East, P.E.I	6 00	12 00		
Mount Carmel	Kamouraska, Q	91 00	44 00		
Mount Carmel	Prince East, P.E.I	54 92	20 00		
Mount Carmel	Middlesex, N.R, O	104 00	60 00		
Mount Charles	Peel, O	35 48	16 00		
Mount Chesney	Frontenac, O	37 30	16 00		
Mount Denison	Hants, N.S	58 50	32 00		
Mount Dennis	York, W.R, O	21 00	16 00		
Mount Hanly	Annapolis, N.S	139 95	56 00		
Mount Healy	Haldimand & Monck, O	15 14	16 00		
Mount Hebron	King's, N.B	9 49	12 00		
Mount Herbert	Queen's East, P.E.I	12 00	12 00		
Mount Hope	Bruce, N.R, O	23 00	16 00		
Mount Hope	King's, P.E.I	17 92	12 00		
Mount Horeb	Victoria, S.R, O	51 00	24 00		
Mount Irwin	Victoria, N.R, O	74 43	30 00		
Mount Johnson	St. Johns & Iberville, Q	146 60	60 00		
Mount Judien	Peterborough, E.R, O	40 00	10 00		
Mount Lehman	New Westminster, B.C	105 50	50 00		
Mount Loyal	Montcalm, Q	15 00	12 00		
Mount Maple	Argenteuil, Q	16 00	12 00		
Mount Middleton	King's, N.B	16 50	12 00		
Mount Murray	Charlevoix, Q	25 00	20 00		
Mount Oscar	Vaudreuil, Q	25 92	16 00		
Mount Pisgah	King's, N.B	12 00	12 00		
Mount Pleasant	Durham, E.R, O	158 00	100 00		
Mount Pleasant	Prince West, P.E.I	17 41	12 00	4 00	
Mount Pleasant	Cumberland, N.S				
Mount Pleasant	Carleton, N.B	18 15	24 00		
Mount Robson	Dorchester, Q	10 00	10 00		
Mount Rose	Annapolis, N.S	16 98	12 00		
Mount Royal Vale	Jacques Cartier, Q		16 00		
Mount Ryan	Queen's East, P.E.I	8 00	12 00		
Mount Saint Louis	Simcoe, E.R, O	94 96	48 00		
Mount Saint Patrick	Renfrew, S.R, O	151 55	50 00	2 00	
Mount Salem	Elgin, E.R, O	90 00	36 00		
Mountsberg	Wentworth, S.R, O	26 50	20 00		
Mount Sherwood	Carleton, O	160 00	60 00		
Mount Thom Settlement	Pictou, N.S	23 00	12 00		
Mount Tolmie	Vancouver, B.C	185 50	70 00		
Mount Vernon	Brant, S.R, O	262 08	90 00		
Mount Vernon	Queen's East, P.E.I	12 00	12 00		
Mount View	Wellington, N.R, O	17 94	12 00		

*Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Mount View	Westmoreland ..N.B	9 00	12 00		
Mountville	Albert ..N.B	39 00	20 00		
Mountville	Pictou ..N.S	12 00	10 00		
Mount Whatley	Westmoreland ..N.B	103 97	44 00		
‡Mount William	Pictou ..N.S	13 78	7 28		
Mount Wolf	Cardwell ..O	31 00	16 00		
Mount Young	Inverness ..N.S	12 00	12 00		
Mount Zion	Inverness ..N.S	8 50	10 00		
Mouth of Jemseg	Sunbury & Queen's ..N.B	57 55	34 00		
Mouth of Keswick	York ..N.B	95 62	48 00		
Mouth of St. Francis	Victoria ..N.B	2 00	10 00		
Mowat	Nipissing ..O	19 00	30 00		
Mowbray	Lisgar ..M	19 61	20 00		
Mud Bay	New Westminster..B.C	18 90	20 00		
Mud Creek	Lanark, S.R. ..O	13 00	12 00		
Muddy Creek	Prince East ..P.E.I	32 00	20 00		
Muir Kirk	Elgin, W.R ..O	201 32	90 00		
Muldoon	Pontiac ..Q	145 79	40 00	9 00	
Mulgrave	Welland ..O	11 96	12 00		
Mull	Kent ..O	140 15	75 00	3 00	
Mull River	Inverness ..N.S	13 00	12 00		
Mullitarry	Middlesex, W.R ..O	17 00	12 00		
Mulmur	Simcoe, S.R. ..O	57 00	36 00		
Mulock	Assa. East	33 15	16 00		
Mulock	Grey, S.R. ..O	43 95	20 00		
Mulock	Lotbinière ..Q	44 40	7 70		
Muncey	Middlesex, S.R ..O	238 88	100 00		
Mundleville	Kent ..N.B	40 36	10 00		
Munro	Perth, S.R. ..O	53 93	32 00	4 00	
Munroe's Bridge	Inverness ..N.S	10 00	16 00		
Munroe's Mills	Glengarry ..O	51 90	24 00		
Munster	Carleton ..O	113 50	36 00		
Murchison	Marquette ..M	3 00	12 00		
Murchison	Nipissing ..O	12 00	16 00		
Murchyville	Halifax ..N.S	11 92	12 00		
Murdoch	Grey, S.R. ..O	8 98	9 00		
Murillo	Algoma ..O	220 64	105 00	8 00	14 30
Murphy	Grey, N.R ..O	34 00	16 00		
Murray	Northumberland, E.R ..O	157 40	70 00		
Murray Corner	Westmoreland ..N.B	51 94	32 00		
Murrayfield	Pictou ..N.S	11 50	12 00		6 00
Murray Harbour, N	Queen's East ..P.E.I	42 50	24 00		
Murray Harbour Road	Queen's East ..P.E.I	53 98	16 00		
Murray River	Queen's East ..P.E.I	235 68	90 00	4 00	
Murray Road	Westmoreland ..N.B	15 97	12 00		
Myrtle	Addington ..O	57 92	20 00		
Muskoka Falls	Ontario, N.R ..O	59 92	20 00		
Musquash	St. John ..N.B	66 26	50 00		
Musquodoboit Harbour	Halifax ..N.S	343 14	130 00	60 00	
Musselyville	Bonaventure ..Q	23 96	12 00		
Mutton Bay	Saguenay ..Q	6 00	12 00		
Myers Cove	Addington ..O	27 07	12 00		
Myrtle Hall	Hastings, E.R ..O	3 87	12 00		
Myrtle	Ontario, S.R ..O	191 16	80 00		
Myrtle	Lisgar ..M	175 68	72 00		
Myrtle Station	Ontario, S.R ..O	95 80	40 00		
Mystic	Missisquoi ..Q	120 64	40 00		

‡Opened 9-10-00 *Opened 24-9-00 †Opened 1-4-01

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous years).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
NAAS HARBOUR	Emard	B.C	90 00	32 00	
Nackawick	York	N.B	35 98	16 00	
Nail Pond	Prince West	P.E.I	8 00	12 00	
Nairn	Middlesex, N.R	O	62 43	36 00	
Nairn Centre	Nipissing	O	169 69	170 00	
Namao		Alta	24 04	12 00	
Namur	Labelle	Q	146 00	48 00	
Nancy	Muskinonge	Q	44 65	27 00	
Nanoose Bay	Vancouver	B.C	24 19	20 00	
Nanton		Alta	84 93	28 00	
Nantyr	Simcoe, S. R.	O	61 00	30 00	
Naphan	Hastings, E.R.	O	11 94	12 00	
Nappan	Cumberland	N.S	9 00	12 00	
Nappan Station	Cumberland	N.S	289 65	130 00	2 00
Napperton	Middlesex, W.R.	O	18 82	14 00	
Narva	Bruce, E.R	O	23 00	16 00	
Nashville	York, W. R.	O	63 90	36 00	
Nashwaak Bridge	York	N.B	79 50	32 00	
Nashwaaksis	York	N.B	75 00	18 00	
Nashwaak Village	York	N.B	63 98	28 00	
Nasonworth	York	N.B	15 98	12 00	
Natashquan	Saguenay	Q	49 20	40 00	10 00
Nauwigewauk	Kings	N.B	100 50	50 00	
Navan	Russell	O	130 00	80 00	1 50
Neenn Touch	Halifax	N.S	40 00	20 00	
Negnac	Northumberland	N.B	80 00	40 00	
Neil's Harbour	Victoria	N.S	79 48	36 00	
Nelsonville	Quebec	Q	66 00	36 00	
Nelles Corners	Haldimand & Monck	O	396 96	84 00	20 00
Nelson	Halton	O	89 56	40 00	
Nelson	Lisgar	M	42 00	24 00	
Nelson Reserve	Northumberland	N.B	4 00	12 00	
Nenagh	Grey, S.R.	O	17 20	16 00	
Nerepis Station	King's	N.B	41 00	20 00	4 00
*Nerissa	Guysboro'	N.S	10 00	7 50	
Nesbitt	Brandon	M	248 56	135 00	5 00
Nestleton	Durham, W.R.	O	154 00	60 00	
Netherby	Welland	O	156 90	30 00	
Nettly Lake	Selkirk	M	19 98	12 00	
Neudorf		Assa. East	19 64	12 00	
New Acadie	King's	P.E.I	15 10	12 00	
New Albany	Annapolis	N.S	60 00	30 00	2 00
†New Alberni	Vancouver	B.C	44 21	11 67	
New Annan	Prince East	P.E.I	34 00	16 00	
New Argyle	Queen's West	P.E.I	13 00	12 00	
Newark	Oxford, S.R.	O	16 00	20 00	
New Armagh	Lennox	O	71 20	36 00	
New Bandon	Gloucester	N.B	51 50	24 00	
†Newbliss	Brockville	O	12 00	1 67	
Newboss	Lotbinière	Q	123 75	44 00	
New Boston	Cape Breton	N.S	9 00	12 00	
Newboyne	Leeds, S.R.	O	15 96	16 00	
Newcastle	Huron, E.R	O	133 00	80 00	4 00
Newcastle	Carleton	N.B	8 00	12 00	
Newburg Junction	Carleton	N.B	62 16	30 00	6 00
Newcomb	Lunenburg	N.S	8 94	12 00	
New Canaan	Essex, S.R.	O	133 27	56 00	

* Opened 1 10 00. † Opened 1 12 00. ‡ Opened 1 7 00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901..

Name of Post Office	Electoral District	Revenue	Salary (based on revenue of previous year)	Forward Allowance	Night Allowance
		$ cts.	$ cts.	$ cts.	$ cts.
New Canaan	Sunbury & Queen's..N.B	9 00	12 00		
New Canada	Lunenburg.....N.S	25 40	16 00		
New Carlow	Hastings, N.R.....O	26 00	14 00		
Newcastle Bridge	Sunbury & Queen's..N.B	75 50	32 00		
Newcastle Creek	Sunbury & Queen's..N.B	62 55	32 00		
Newcombs	Lunenburg.....N.S	29 00	16 00	4 00	
Newcomb's Corner	Halifax.....N.S	46 00	24 00		
New Cornwall	Lunenburg.....N.S	10 50	12 00		
New Cumberland	Lunenburg.....N.S	12 96	12 00		
New Denmark	Victoria.....N.B	69 80	30 00		
New Dominion	Queen's West.....P.E.I	17 00	16 00		
New Dublin	Brockville.....O	75 00	24 00		
New Durham	Oxford, S.R.....O	146 00	60 00		
New Edinburgh	Digby.....N.S	16 00	12 00		
Newellton	Shelburne & Queen's..N.S	69 27	28 00		
New Elm	Lunenburg.....N.S	8 00	16 00		
New Erin	Huntingdon.....Q	74 00	36 00		
New Finland	Assa. East	28 84	12 00		
New Flos	Simcoe, N.R.....O	113 00	50 00		
New France	Antigonish.....N.S	5 00	12 00		
New Glasgow	Pictou.....N.S	51 00	12 00		
New Glasgow	Terrebonne.....Q	214 00	96 00		
New Grafton	Shelburne & Queen's..N.S	36 96	16 00		
New Harmony	Guysborough.....N.S	24 05	16 00		
New Harmony West	Guysboro.....N.S	33 35	15 83		
New Haymarket	King's.....P.E.I	7 87	10 00		
New Haven	Victoria.....N.S	14 00	12 00		
New Harris Forks	Victoria.....N.S	6 50	10 00	1 67	
New Hastings	Assa. E	10 87	16 00		
New Haven	Queen's West.....P.E.I	40 00	20 00	10 00	
New Haven	Victoria.....N.S	35 50	16 00		
Newholm	Muskoka & Parry Sd..O	12 98	12 00		
New Horton	Albert.....N.B	42 96	20 00		
New Ireland	Megantic.....Q	83 00	36 00	16 00	
New Ireland Road	Arthabaska.....Q	2 00	12 00		
New Jerusalem	Sunbury & Queen's..N.B	24 98	16 00		
New Larig	Pictou.....N.S	6 00	11 00		
New Lesbia	Queen's West.....P.E.I	107 38	52 00	4 00	
New Leyton	Alta.	36 46	12 00		
Newmarket	Leeds, N.R.....O	17 00	12 00		
New Market	York.....N.B	6 00	12 00		
New Maryland	York.....N.B	11 14	12 00		
New Meadow	Compton.....Q	12 00	12 00		
New Minas	King's.....N.S	75 00	12 00		
New Oaka	Assa.	72 61	40 00		
New Park	Durham, E.R.....O	27 96	12 00		
New Perth	King's.....P.E.I	51 00	36 00		
Newport	Bruce, S.R.....O	33 00	24 00		
Newport	Gaspe.....Q	103 50	44 00		20 00
Newport	King's.....P.E.I	15 00	16 00		
Newport Corner	Hants.....N.S	42 82	24 00		
Newport Point	Gaspe.....Q	206 44	80 00		20 00
Newport Station	Hants.....N.S	167 50	80 00	140 00	
*New Richmond	Bonaventure.....Q	190 84	108 00	6 84	
New Richmond Centre	Bonaventure.....Q	31 55	4 [illegible]		
New River Mills	Charlotte.....N.B	16 00	12 00		
New Rockland	Richmond.....Q	84 50	40 00		
New Ross	Dundas.....O	13 50	12 00		

*Opened 1-2-01

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous years.)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
New Ross Road	King's ..... N.S	12 00	12 00		
Newry	Perth, N.R. O	124 01	72 00		
New Salem	Cumberland N.S	50 50	20 00		
New Sarum	Elgin, E.R O	150 50	64 00		
New Scotland	Westmoreland..... N.B	11 00	12 00		
Newton	Prince East..... P.E.I	11 94	12 00		
Newton Brook	York, W.R..... O	149 00	64 00		
Newton Cross	Queen's East ..... P.E.I	16 00	12 00		
Newton Mills	Colchester..... N.S	66 50	24 00		
Newton Robinson	Simcoe, S.R..... O	275 66	120 00		
Newtonville	King's N.S	24 00	12 00		
New Toronto	York, W.R. O	282 00	96 00		
New Town	Guysborough. N.S	34 00	16 00		
New Town	King's N.B	96 98	50 00	2 00	
New Tusket	Digby..... N.S	44 00	20 00		
Newville	Cumberland ..N.S	109 50	47 00		
New Wiltshire	Queen's West.. P.E.I	107 21	40 00	12 00	
New Yarmouth	Cumberland ..N.S	8 20	12 00		
New Zealand	King's..... P.E.I	6 00	16 00		
New Zion	Sunbury & Queen's N.B	14 00	12 00		
Nicholsville	King's N.S	10 00	12 00		
Nicolet Falls	Richmond. Q	59 96	30 00		
Nicolston	Simcoe, S.R. O	42 25	25 00		
Nicomekl	New Westminster.... B.C	38 00	100 00		
Nicomin	New Westminster.... B.C	129 34	60 00		
Nictau	Victoria N.B	60 75	24 00		
Nictaux South	Annapolis ..... N.S	3 50	10 00		
Nictaux West	Annapolis ..N.S	31 00	20 00		
Nigado	Gloucester ... N.B	8 00	12 00		
Nile	Huron, W.R O	104 92	52 00		
Nilestown	Middlesex, E.R..... O	103 10	75 00		
Nine Mile Creek	Queen's West .P.E.I	23 00	16 00		
Nine Mile River	Hants..... N.S	47 50	30 00		
Ninette	Lisgar M	305 94	108 00		
Nipissing	Muskoka & Parry Sd O	151 65	64 00	4 00	
Nipissing Junction	Nipissing O	85 38	40 00	2 16	
Nithburg	Oxford, N.R O	56 44	30 00		
Nivernville	Provencher. M	130 42	52 00		
Nixon	Norfolk, N.R.. O	112 00	48 00		
Nixon	Albert..... N.B	12 00	12 00		
Nober	Norfolk, S.R O	70 64	36 00		
Noel Road	Hants..... N.S	11 00	12 00		
Noel Shore	Hants N.S	62 98	28 00		
Norborough	Prince East. P.E.I	21 26	12 00		
Norgate	Macdonald.. M	31 08	20 00		
Norham	Northumberland, E.R. O	149 57	70 00		
Normandale	Norfolk, S.R..... O	76 00	30 00		
Norquay	Lisgar. M	16 00	16 00		
Normandin	Chicoutimi Q	258 17	84 00		
Norris	Brandon M	33 70	20 00		
North Amsbe	Inverness N.S	14 96	12 00		
North Alton	King's N.S	2 00	12 00		
Northam	Prince West .. P.E.I	66 40	35 00	2 00	
Northampton	Carleton .. N.B	32 00	16 00		
North Beaver Bank	Halifax N.S	12 00	12 00		
North Bedeque	Prince East. P.E.I	38 00	24 00		
North Belleville	York, W.R..... N.S	76 00			
North Branch	Russell ..... O	12 96	12 00		

Credit for new offices not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary based on revenue of previous year.	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
North Brook	Addington, O	123 07	50 00		
North Brookfield	Shelburne & Queen's, N.S	349 25	200 00		12 00
North Bruce	Bruce, W.R	129 45	52 00	1 00	12 00
North Buxton	Kent, O	147 70	44 00		
North Carleton	Prince, East, P.E.I	26 40	18 00		
North Clarendon	Pontiac, Q	36 00	20 00		
Northcote	Renfrew, S.R., O	115 77	36 00		
North East Branch, Margaree	Inverness, N.S	121 34	70 00	18 00	12 00
North East Harbour	Shelburne & Queen's, N.S	141 90	60 00	2 00	
Northern	Alta	26 92	12 00		
North Esk Boom	Northumberland, N.B	9 00	12 00		
Northfield	Cornwall & Stormont, O	65 21	30 00		
Northfield	Sunbury & Queen's, N.B	19 00	12 00		
Northfield	Lunenburg, N.S	36 00	12 00		
Northfield, Queen's	Shelburne & Queen's, N.S	13 00	10 00		
Northfield	Vancouver, B.C	129 35	80 00		
Northfield Centre	Oxford, S.R., O	61 31	30 00		
Northfield Farm	Wright, Q	39 65	12 00		
North Forks of Salmon Creek	Sunbury & Queen's, N.B	8 00	10 00		
North Framboise	Richmond, N.S	12 00	12 00		
North Georgetown	Chateauguay, Q	54 00	28 00		
North Glanford	Wentworth, S.R., O	62 81	10 00		
North Grant	Antigonishe, N.S	10 00	12 00		
North Greenville	Cumberland, N.S	35 00	20 00		
North Gut, St. Ann's	Victoria, N.S	13 94	12 00		
North Ham	Wolfe, Q	224 40	100 00	2 50	
North Harbour, Cape North	Victoria, N.S	25 00	16 00		
North Highlands	Inverness, N.S	14 00	12 00		
North Hill	Compton, Q	12 00	12 00		
North Interval	Guysborough, N.S	25 01	12 00		
North Kemptville	Yarmouth, N.S	28 98	12 00		
North Kerper	Grey, N.R., O	84 73	40 00		
North Kingston	Kings, N.S	35 98	24 00		
North Lake	Kings, P.E.I	15 00	12 00		
North Lake	York, N.B	98 94	36 00		
North Law	Wright, Q	20 00	16 00		
North Medford	Kings, N.S	13 00	12 00		
North Middletown	Cumberland, N.S	18 00	12 00		
North Milton	Queens, West, P.E.I	16 70	12 00		
North Montague	Lanark, S.R., O	18 60	16 00		
North Moreham	Dundas, O	11 88	16 00		
North Moreham	Kings, N.S	1 00	10 00		
North Onslow	Pontiac, Q	57 96	22 00		
North Osgoode	Russell, O	11 00	16 00		
North Pelham	Lincoln & Niagara, O	108 86	36 00		
North Pinnacle	Missisquoi, Q	60 00	24 00		
North Post	Prince, Edward, O	164 75	65 00		
North Range Corner	Digby, N.S	20 58	32 00	1 00	
North Rexton	Northumberland, N.B	17 75	12 00		
North Roxborough	Compton, Q	17 00	20 00		
North Ridge	Essex, S.R., O	80 00	10 00		
North River	Queens, West, P.E.I	20 75	24 00	2 00	
North River	Colchester, N.S	36 00	24 00		
North River Bridge	Victoria, N.S	104 00	40 00	4 00	12 00
North River Centre	Victoria, N.S	24 00	18 00		12 00
North River Pleasant	Westmorland, N.B	36 25	36 00		
North Road	Kings, N.B	11 00	10 00		
North Rustico	Queens, East, P.E.I	53 00	24 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
North St. Eleanors	Prince East P.E.I	8 98	12 00		
North Saanich	Vancouver B.C	98 52	24 00		
North Salem	Hants N.S	5 00	10 00		
North Salt Springs	Vancouver B.C	77 00	44 00		
North Seneca	Haldimand & Monck O	36 00	20 00		
North Seguin	Muskoka & Parry Sd. O	44 18	30 00		
North Shore	Cumberland N.S	22 00	12 00		
North Shore	Victoria N.S	14 00	12 00		
North Shore of St. Margaret Bay	Halifax N.S	28 18	12 00		
North Section of Earltown	Colchester N.S	11 00	12 00		
North Springfield	Annapolis N.S	80 62	20 00		
North Stanbridge	Missisquoi Q	88 00	36 00		
North Stoke	Richmond Q	12 00	12 00		
North Stukely	Shefford Q	135 00	60 00		
North Sutton	Brome Q	41 00	24 00		
North Tay	York N.B	15 90	12 00		
North Temiscamingue	Pontiac Q	198 38	50 00	1 67	
North Tryon	Prince East P.E.I	100 00	42 00		
North Valley	Cornwall & Stormont O	17 00	12 00		
Northview	Victoria N.B	9 98	5 83		
Northville	King's N.S				
North Wallace	Cumberland N.S	13 25	12 00		
North West	Lunenburg N.S	7 00	10 00		
North West Arm	Cape Breton N.S	23 94	16 00	8 00	
North West Bridge	Northumberland N.B	53 00	50 00		
North West Cove	Lunenburg N.S	15 98	12 00		
North West Harbour	Shelburne & Queen's N.S	39 00	20 00		
North Winchester	Dundas O	65 94	24 00		
North Wolfestown	Wolfe Q	35 20	16 00		
Northwood	Kent O	106 75	60 00		
Norton Creek	Châteauguay Q	65 00	28 00		
Norton Dale	York N.B	20 98	12 00		
Nortonville	Peel O	16 00	16 00		
§Norway	York, E.R O	109 00	30 00		
Norwood	Yarmouth N.S	42 89	16 00		
Notch Hill	Yale & Cariboo B.C	158 22	64 00		
Notre Dame	Kent N.B	109 30	40 00	2 83	
Notre Dame de l'Ile Verte	Témiscouata Q	28 00	14 00		
Notre Dame de la Merci	Montcalm Q	6 00	12 00		
Notre Dame de Ristigouche	Ristigouche Q	144 90	60 00		18 00
Notre Dame des Bois	Compton Q	184 86	70 00		
Notre Dame du Lac	Napissing O	12 67	6 67		
Notre Dame du Pont Mam	Labelle Q	14 00	12 00		
Notre Dame du Portage	Témiscouata Q	100 37	78 00		
Notre Dame du Rosaire	Montmagny Q	92 48	30 00		
Nouvelle	Bonaventure Q	186 78	80 00		
Noyan	Missisquoi Q	155 00	64 00		
Nuttby	Colchester N.S	8 00	12 00		
Nutt's Corners	Missisquoi Q	46 50	30 00		
Nyanza	Victoria N.S	86 00	36 00		12 00
‡OAK BANK	Selkirk M	132 65	56 00		
Oak Bay	Charlotte N.B	116 82	56 00	2 00	
Oak Bluff	Selkirk M	11 32	20 00		
Oakburn	Marquette M	25 94	16 00		
Oakdale	Bothwell O	80 84	44 00		

‡Opened 1-11-00. ‡Opened 1-12-00. §Closed 1-1-01; re-opened 1-3-01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary based on revenue of previous year.	Extra Allowance.	Net Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Oakfield	Halifax, N.S	38 70	32 00		
Oak Grove	Renfrew, S.R.	90 95	10 00		
Oakham	Sunbury & Queen's, N.B	25 00	12 00		
Oak Hammock	Selkirk, M	2 00	10 00		
Oak Heights	Northumberland, W.R., O	60 00	10 00		
Oakhill	Victoria, N.R., O	12 98	12 00		
Oakhill	Charlotte, N.B	31 00	22 00		
Oak Lake	Peterborough, E.R., O	9 00	12 00		
Oakland	Lunenburg, N.S	11 50	10 00		
Oakland	Carleton, N.B	14 00	12 00		
Oakland	Macdonald, M	85 23	12 00	3 25	
Oaklands	Victoria, B.C	24 00	41 00		
Oak Leaf	Leeds, S.R., O	35 00	20 00		
Oakley	Assa. East	19 20	12 00		
Oaknook	Marquette, M	94 98	44 00	1 00	
Oak Park	Shelburne & Queen's, N.S	19 98	16 00		
Oak Point	Beauharnois, O	103 38	32 00		8 00
Oak Point	Selkirk, M	15 70	12 00		
Oak Ridges	Ontario, W.R., O	56 78	24 00		
Oakville	Carleton, N.B	14 00	12 00		
Oates	Addington, O	4 00	12 00		
Oban	Richmond, N.S	11 97	12 00		
Obaton	Macdonald, M	21 95	16 00		
Obbs River	Marquette, M	296 20	116 00		
O'Connell	Ontario, N.R., O	48 84	20 00		
Oconto	Addington, O	25 07	16 00		
Odell	Middlesex, S.R., O	153 00	32 00		
Odelltown	Missisquoi, Q	38 96	24 00		
Odin	Colchester, N.S	17 00	12 00		
Ogden	Guysborough, N.S	21 95	12 00		
Ogemah	Lanark, W.R., O	11 81	12 00		
Ogilvie	Kings, N.S	9 00	12 00		
Ogilvie's	Kings, N.B	5 98	10 00		
Ogilvie Station	Macdonald, M	25 00	20 00		
Ohio	Antigonish, N.S	12 00	12 00		
Oldam	Assa. East	70 72	28 00		
Oldcastle	Essex, N.R., O	110 00	36 00		
Olds	Two Mountains, Q	174 52	80 00	16 00	
Okanagon	Yale & Cariboo, B.C	58 00	20 00		
Okanagon Falls	Yale & Cariboo, B.C	62 96	48 00		
Okanagon Landing	Yale & Cariboo, B.C	119 88	60 00		
Okanagon Mission	Yale & Cariboo, B.C	133 50	64 00		
Olalla	Yale & Cariboo, B.C	78 98	20 00		
Oldcastle	Essex, N.R., O	8 06	12 00		
Old Chelsea	Wright, Q	64 72	33 00		
Oldfield	Halton, O	15 00	12 00		
Oldham	Halifax, N.S	83 88	48 00		
Old Lorne Road	Temiscouata, Q	77 00	30 00		6 00
O'Leary Road	Prince, West, P.E.I	9 00	12 00		
O'Leary Station	Prince, West, P.E.I	208 18	144 00	8 00	
Olinda	Essex, S.R., O	132 48	60 00		
Olinville	Sunbury & Queen's, N.B	16 76	12 00		
Oliphant	Bruce, N.R., O	29 76	32 00		
Olive	Marquette, M	22 70	24 00		
Oliver	Oxford, N.R., O	9 00	12 00		
Oliver	Stanstead, Q	202 38	64 00		
Oliver	Colchester, N.S	36 19	16 00		
Oliver's Ferry	Lennox, S.R., O	14 16	28 00	6 00	

* Including 84 cents.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Olivet	Wellington, N.R. O	140 10	56 00		
Olscamp	Champlain Q	19 00	12 00		
Ompah	Addington O	124 32	70 00		
Oneida	Haldimand & Monck O	16 00	16 00		
O'Neil	Westmoreland N.B	9 98	10 00		
Onion Lake	Sask	84 69	40 00		
Onondaga	Brant, S.R O	265 24	96 00	6 00	
‡Onslow Centre	Pontiac Q		1 00		
Onslow Mountain	Colchester N.S	8 48	12 00		
Onslow Station	Colchester N.S	113 00	50 00		
Opawaka	Lisgar M	6 75	12 00		
Opemican	Pontiac Q	34 41	30 00		
Ophir	Algoma O	57 00	32 00	2 00	
Orange Ridge	Macdonald M	55 00	30 00		
Orange Valley	Muskoka & Parry Sd. O	12 00	12 00		
Oranmore	Muskoka & Parry Sd. O	6 00	12 00		
Oregon Glen	Victoria N.S	6 00	2 50		
Orchard	Grey, S.R O	121 52	30 00		
Oriel	Oxford, S.R O	25 00	16 00		
Orkney	Wentworth N. & Brant O	104 96	44 00		
Orland	Northumberland, E.R. O	66 88	44 00		
Orleans	Russell O	167 07	60 00	6 00	
Ormond	Dundas O	158 30	72 00		
Ormsby	Hastings, N.R O	175 28	120 00	2 00	
Ormstown Station	Chateauguay Q	146 00	40 00		
Oro Station	Simcoe, E.R. O	107 15	36 00		
Orr Lake	Simcoe, E.R. O	59 18	28 00		
Orrwold	Marquette M	27 88	20 00		
Orton	Wellington, C.R. O	196 98	75 00		
Ortonville	Victoria N.B	34 00	12 00		
Orwell	Queen's East P.E.I	123 53	60 00	30 00	
Orwell Cove	Queen's East P.E.I	43 94	20 00		
Osaca	Durham, E.R. O	27 00	20 00		
Osborne	Lambton, W.R. O	117 96	56 00		
Osler	Sask	109 85	44 00		
Osnan	Middlesex, W.R O	29 00	12 00		
Oso Station	Addington O	90 00	40 00		
Osoyoos	Yale & Cariboo B.C	19 00	20 00	20 00	
Ospringe	Wellington, S.R. O	167 22	90 00		
Ossian	Lambton, W.R. O	14 20	12 00		
Ostrander	Norfolk, N.R. O	87 00	55 00		
Ostrea Lake	Halifax N.S	12 88	12 00		
O'Sullivan's Corners	York, E.R. O	105 94	50 00		
Oswald	Selkirk M	88 80	36 00		
Otis	Chicoutimi Q	4 20	10 00		
Ottoboning	Pontiac Q	112 50	10 00		
Ottawa East	Carleton C	785 00	80 00		
Ottawa West	Carleton O	30 75	10 00		
Otter	New Westminster B.C	29 95	20 00		
Otter Brook	Colchester N.S	55 00	24 00		
§Otter Creek	Hastings E.R. O	19 75	5 83		
Otterburne	Provencher M	126 84	70 00	18 00	
Otter Lake	Pontiac Q	248 89	80 00	12 00	
Otter Point	Vancouver B.C	30 96	20 00		
Otthon	Assa. East	10 00	12 00		
Otto	Selkirk M	37 18	16 00		
Ouatchouan	Chicoutimi Q	33 55	16 00		
Ouaseh	Kent O	39 50	30 00		

Opened 1 4 01. ‡ Closed 1 8 00. § Opened 1 12 00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*

Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Onslow	Wellington, S.R. O	101 00	56 00		
Orient Island at Pt. Hood	Inverness N.S	6 00	10 00		
Outlet	Leeds, S.R. O	30 99	14 00		
Outram	Antigonish N.S	13 00	16 00		
Outremont	Jacques Cartier Q	115 34	40 00		
Outremont Junction	Jacques Cartier Q	110 00	48 00		
Ovens	Kent O	98 68	44 00		
Overstone	Provencher M	25 41	8 33		
Ovington	Lennox O	17 94	12 00		
Overton	Yarmouth N.S	19 00	12 00		
Owl's Head Harbour	Halifax N.S	57 90	24 00		
Owlshot	Algoma O	130 85	54 00		10 00
Oxenden	Grey, N.R. O	110 96	56 00	4 00	
Oxford, Centre	Oxford, S.R. O	43 00	20 50		
Oxford Junction	Cumberland N.S	108 92	50 00		
Oxford Station	Grenville, N.R. O	75 96	32 00		
Oxley	Essex, S.R. O	105 90	40 00		
Oxmead	Grey, E.R. O	38 50	20 00		
Oyster Bed Bridge	Queen's East P.E.I	32 15	20 00		
Oyster Ponds	Guysborough N.S	25 00	12 00		
Paardeberg	York, N.R. O	25 82	10 00		
Pamehaud	Megantic O	5 00	12 00		
Pamsee	Westmoreland N.B	12 00	12 00		
Pamswick	Simcoe, S.R. O	99 99	45 00		
Pekan	Alta	34 59	16 00		
Palmer Rapids	Renfrew, S.R. O	99 38	20 00		
Palmer Road	Prince West P.E.I	15 98	12 00		
Palmyra	Elgin, W.R. O	237 78	90 00		
Pamura	Alta	15 36	14 00		
Pamuate	Lanark, N.R. O	81 00	44 00		
Pamperte	Compton Q	207 36	100 00		
Papineau Station	Essex, N.R. O	21 98	12 00		
Papineauville	Gloucester N.B	30 00	16 00		
Pare Laval	Laval Q	45 92	28 00		
Pare	Richmond Q	100 00	44 00		
Parents	Victoria N.B	54 00	16 00		
Parham	Addington O	196 10	84 00	2 00	
Parkdale	Lotbinière Q	78 75	24 00		
Parkdale	Assa. West	51 75	30 00		
Park Corner	Queen's West P.E.I	32 00	16 00		
Parkdale	Selkirk M	14 20	16 00		
Parker	Wellington, C.R. O	169 76	60 00		
Parker Road	King N.S	4 50	10 00		
Parker's Cove	Annapolis N.S	23 00	10 00		
Parker's Ridge	York N.B	20 00	16 00		
Park Head	Bruce, N.R. O	134 00	70 00		
Parkhouse	Hastings, E.R. O	19 20	10 00		
Parkmont	Lotbinière Q	70 00	28 00	10 00	
Parson	Assa. East	17 88	12 00		
Park-side	Algoma N.B	14 30	12 00		
Park-side	Algoma O	29 48	8 33		
Park's Creek	Lunenburg N.S	64 00	24 00		
Parkside	Vancouver B.C	3 96	30 00	4 00	
Parks Settlement	King N.B	6 00	12 00		
Parma	Lennox O	38 86	24 00	6 00	

* Opened 1 9 00 * Opened 1 11 00. † Issn Lenox Renew Elgin. § Opened 1 1 01. Suspended 1 9 01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous years)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Parrsboro' Shore	Cumberland, N.S	33 50	12 00		
Passekeag	King, N.B	31 94	24 00		
Pasteur	Chicoutimi, Q	114 97	60 00		
Paspa	Assa. West	72 04	28 00		10 87
Paterson	Yale & Cariboo, B.C	43 20	24 00		
Patterson Settlement	Sunbury & Queen's, N.B	19 00	16 00		
Paudash	Peterboro', E.R, O	12 00	12 00		
Paulne	Rouville, Q	74 00	40 00		
Pavilion	Yale & Cariboo, B.C	124 04	50 00		
Payne Settlement	Victoria, N.B	11 98	12 00		
Peabody	Grey, N.R, O	72 96	36 00		
Peachland	Yale & Cariboo, B.C	248 34	80 00		
Peake Station	King's, P.E.I	96 00	40 00	8 00	
Pearceley	Muskoka & Parry Sd., O	11 94	12 00		
Pearceton	Missisquoi, Q	44 44	30 00		
Peardonville	New Westminster, B.C	27 00	20 00		
Pearsonville	King's, N.B	14 00	12 00		
Peas Brook	Guysborough, N.S	24 25	12 00		6 00
Peebles	Oxford, S.R, O	30 80	12 00		
Peel	Carleton, N.B	140 00	50 00	16 00	
Peepabun	Wellington, N.R, O	13 98	12 00		
Petherlaw	York, N.R, O	131 18	56 00		
Peggy's Cove	Halifax, N.S	22 00	14 00		
Pegus	Selkirk, M	42 00	18 00	10 00	
Pekisko	Alta	103 00	50 00		
Pelee Island, North	Essex, S.R, O	105 92	36 00		
Pelee Island, South	Essex, S.R, O	46 00	28 00		
Pelham Centre	Lincoln & Niagara, O	210 25	70 00		
Pelham Union	Lincoln & Niagara, O	17 00	16 00		
Pelletier Mills	Victoria, N.B	31 20	12 00		
Pelly	Yukon District, N.W.T	55 60			
Pemberton Meadows	Yale & Cariboo, B.C	24 18	20 00		
Pembroke	Hants, N.S	49 00	24 00		
Pembroke	Carleton, N.B	7 00	10 00		
Pembroke Shore	Yarmouth, N.S	30 80	12 00		
Penasa	Lisgar, M	29 02	16 00		
Pendennis	Brandon, M	18 00	24 00		
Pender Island	Vancouver, B.C	99 66	36 00		
Pengarth	Assa. West	11 20	16 00		
Penhold	Alta	217 15	80 00		
Peniac	York, N.B	38 84	16 00		
Peninsula Gaspe	Gaspe, Q	132 37	48 00		
Peninsula Lake	Muskoka & Parry Sd., O	36 00	24 00		
*Peninsular Park	Simcoe, S.R, O		12 00		
Pennant	Halifax, N.S	8 98	12 00		6 00
Pennfield	Charlotte, N.B	45 56	30 00		
Pennfield Centre	Charlotte, N.B	59 95	32 00		
Pennfield Ridge	Charlotte, N.B	100 00	44 00	30 00	
Penrith	Brandon, M	25 30	20 00		
Pense	Assa. West	213 61	120 00	14 00	16 25
Pentecost River	Saguenay, Q	46 53	28 00		
Penticton	Yale & Cariboo, B.C	391 56	240 00	280 00	20 00
Pentland	Wellington, C.R, O	8 00	12 00		
Perceville	Simcoe, S.R, O	67 45	36 00		
Percé, Station	Lennoxville, W.R, Q	14 00	14 00		
Percy	Assa. East	151 46	72 00	3 00	
Perfontaine	Chicoutimi, Q	54 20	16 00		

* Summer office. † Salary, &c., entered in Auditor General's Report.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue	Salary (and per cent of previous years).	Forward Allowance	Night Allowance
		$ cts.	$ cts.	$ cts.	$ cts.
Pervale	Algoma.....O	16 00	12 00		
Perkins	Wright.....Q	145 66	60 00		
Perley	Assa. East	8 20	12 00		
Perm	Simcoe, S.R.....O	165 98	50 00		
Perrault	Renfrew, S.R.....O	21 00	12 00		
Perretton	Renfrew, N.R.....O	21 50	16 00		
Perrett Settlement	Annapolis.....N.S	9 00	12 00		
Perrydene	Compton.....Q	31 10	20 00		
Perry Settlement	King.....N.B	6 00	12 00		
Perry Station	Haldimand & Monck.....O	82 00	36 00		
Perry's Point	King.....N.B	165 98	40 00		
Perrytown	Durham, E.R.....O	76 17	24 00		
Perryville	Queen.....N.B	6 00	8 00		
Perth	Victoria.....N.B	9 00	12 00		
Perth Road	Addington.....O	117 96	50 00	4 00	
Perthuis	Portneuf.....Q	38 20	24 00		
Petawawa	Renfrew, N.R.....O	26 82	20 00		
Peters Brook	Victoria.....N.S	12 00	12 00		
Petersburg	Waterloo, S.R.....O	289 00	103 00	52 00	
Peters Mills	Kent.....N.B	10 98	12 00		
Petersons Corners	Victoria, N.R.....O	5 98	12 00		
Peters Road	Queen East.....P.E.I	117 74	40 00		
Petersville	Sunbury & Queen.....N.B	17 94	12 00		
Petersville Church	Sunbury & Queen.....N.B	21 96	24 00		
Peterville	Prince West.....P.E.I	6 00	12 00		
Petherton	Wellington, N.R.....O	100 00	40 00		
Petit Bonaventure	Bonaventure.....Q	33 00	16 00		
Petit Buele	Two Mountains.....Q	36 00	24 00		
Petit Cap	Gaspé.....Q	12 00	12 00		12 00
Petit de Grat Bridge	Richmond.....N.S	23 00	20 00		
Petit Lamoque	Gloucester.....N.B	50 92	16 00		
Petite Madeleine	Gaspe.....Q	32 50	12 00		
Petite Masconche	Terrebonne.....Q	43 97	10 00		
Petite Matane	Rimouski.....Q	96 68	70 00		12 00
Petite Riviere	Two Mountains.....Q	37 00	20 00		
Petite Riviere Bridge	Lunenburg.....N.S	242 00	108 00	2 00	
Petit Saguenay	Saguenay.....Q	6 50	12 00		
Petit Valle	Gaspe.....Q	12 00	12 00		
Petit Village	Beauce.....Q	76 20	28 00		
Petits Mechins	Rimouski.....Q	49 50	24 00		6 00
Petpeswick Harbour	Halifax.....N.S	14 23	12 00		
Petrel	Macdonald.....M	101 00	36 00	6 00	
Pettapiece	Marquette.....M	123 16	29 00	1 34	
*Pettigrew Settlement	Cumberland.....N.S	21 35	6 85		
Petworth	Addington.....O	30 98	16 00		
Pevensey	Muskoka & Parry Sd.....O	12 87	12 00		
Pexeril	Vaudreuil.....Q	71 18	15 00		
Pheasant Forks	Assa. East	175 18	85 00		
Phillips	Yale & Cariboo.....B.C	43 20	30 00		
Phillipsburg West	Waterloo, S.R.....O	144 53	40 00		
Phillipston	Hastings, E.R.....O		16 00		
Piccadilly	King.....N.B	17 00	10 00		
Pictou Island	Pictou.....N.S	18 00	18 00		
Pictou Landing	Pictou.....N.S	115 86	52 00	2 00	
Pictou Road	Guysborough.....N.S	50 80	12 00		
Pidgeon	Megantic.....Q	9 20	10 00		
Piedmont	Terrebonne.....Q	68 00	24 00		

* Opened 25-10-00

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous years*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Piedmont Valley	Pictou N.S	40 59	18 00	...	...
Pierreville Mills	Yamaska Q	162 10	68 00	...	...
Pierston	King N.B	19 20	12 00	...	...
Pigeon Bluff	Selkirk M	3 00	12 00	...	...
Pigeon Hill	Mississiquoi Q	64 96	30 00	...	...
Pigeon Lake	Selkirk M	120 43	40 00	...	...
Pike Bay	Bruce, N.R. O	41 88	28 00	...	...
Pike Creek	Essex, N.R. O	29 00	24 00	...	...
Pike River	Mississiquoi Q	124 82	50 00	...	...
Pincourt	Terrebonne Q	14 00	16 00	...	...
Pine Dale	Ontario, N.R. O	53 00	24 00	...	...
Pine Grove	York, W.R. O	80 00	36 00	...	...
Pine Hill	Argenteuil Q	42 00	16 00	...	...
Pinehurst	Kent O	9 00	12 00	...	...
Pine Lake	Alta	99 00	50 00	...	...
Pine Orchard	Ontario, W.R. O	49 01	28 00	...	...
Pine Ridge	Kent N.B	65 50	16 00	...	...
Pine River	Bruce, W.R. O	99 00	38 00	...	...
Pinette	Queen's East P.E.I	39 00	20 00	...	...
Pine Tree	Pictou N.S	21 68	12 00	...	...
Pinevale	Antigonishe N.S	6 00	12 00	...	...
Pine Valley	Provencher M	11 00	1 75	...	...
Pine Wood	Algoma O	121 08	24 00	...	...
Pinkney's Point	Yarmouth N.S	9 14	10 00	...	...
Pintendre	Levis Q	33 20	10 00	...	...
Pioneer	Carleton N.B	16 00	12 00	...	...
Pioneer*	Assa. West	20 00	16 00	...	...
Piopolis	Compton Q	95 52	48 00	4 00	10 00
Piper Glen	Inverness N.S	11 96	12 00	...	...
Piper's Cove	Cape Breton N.S	11 94	12 00	...	...
Piperville	Russell O	35 88	24 00	...	...
Pisarinco	St. John N.B	85 34	36 00	...	...
Pisarinco West	St. John N.B	3 00	12 00	...	...
Pisquid	Queen's East P.E.I	9 03	12 00	...	...
Pitcher's Farm	Antigonishe N.S	14 46	12 00	...	...
Pitt's Ferry	Frontenac O	29 08	20 00	...	...
Pittston	Grenville, S.R. O	122 46	54 00	...	...
Pinsaville	Prince West P.E.I	16 00	12 00	...	...
Pinsaville Station	Prince West P.E.I	17 71	16 00	2 00	...
Plainfield	Hastings, E.R. O	119 44	56 00	...	...
Plainfield	Pictou N.S	27 00	20 00	...	...
Plainville	Northumberland, W.R. O	80 88	48 00	...	...
Plaisance	Labelle Q	105 00	44 00	...	...
Plaster Mines	Victoria N.S	16 06	12 00	...	...
Plaster Rock	Victoria N.B	116 20	10 00	...	...
Plamondon's Mills	Wolfe Q	55 90	24 00	...	...
Plantagenet Springs	Prescott O.	154 63	40 00	...	...
Plantain	Lanark, S.R. O	34 88	24 00	...	...
Pleasant Bay	Inverness N.S	62 48	24 00	2 00	...
Pleasant Grove	Queen's East P.E.I	11 00	12 00	...	...
Pleasant Harbour	Halifax N.S	62 82	24 00	...	...
Pleasant Hills	Colchester N.S	11 94	12 00	...	...
Pleasant Home	Selkirk M	132 90	54 00	...	...
Pleasant Lake	Yarmouth N.S	72 42	30 00	...	...
Pleasant Mount	Albert N.B	31 00	10 00	...	...
Pleasant Point	Halifax N.S	19 00	16 00	...	...
Pleasant Point	St. John N.B	49 84	24 00	...	...

* Opened 9-5-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Pleasant Point	Victoria, N R O	24 28	10 00		
Pleasant Ridge	Charlotte N B	11 00	12 00		
Pleasant River	Shelburne & Queen's..N.S	93 88	70 00	2 00	
Pleasant Vale	Albert N.B	34 50	16 00		
Pleasant Valley	Pictou N.S	12 00	12 00		
Pleasant Valley	Yarmouth N.S	27 50	16 00		
Pleasant Valley	Dundas O	26 94	20 00		
Pleasant Valley	Sask	62 50	10 00		
Pleasant Valley Corner	Yarmouth N S	40 05	10 00		
Pleasantville	Lunenburg N.S	101 83	36 00		
Pleurel	Victoria N.B	20 00	12 00		
Plum Hollow	Leeds, S.R O	80 50	50 00		
Plumweseep	Kings N B	11 93	12 00		
Plymouth	Yarmouth N.S	49 20	20 00		
Plymouth	Carleton N B	16 00	12 00		
Plymouth Road	Pictou N S	7 00	12 00		
Plympton	Macdonald M	44 12	20 00	2 00	
Plympton	Digby N.S	159 84	64 00		
‡ Plympton Station	Digby N.S	22 00	9 17		
Pockshaw	Gloucester N.B	10 00	12 00		
Pointe Aconi	Cape Breton N.S	12 00	12 00		
Point Alexander	Renfrew, N.R O	79 91	40 00		
Point au Car	Northumberland N.B	17 00	12 00		
Point Clear	Victoria N.S	9 00	12 00		
Point Comfort	Wright Q	28 00	12 00		
Point Cross	Inverness N.S	60 00	16 00		6 00
Pointe de Roche	Queen's East P E.I	13 50	8 33		
Point du Jour	St. Hyacinthe Q	19 00	16 00		
Point Edward	Cape Breton N.S	7 35	12 00		
Point Elma	Assa. West	23 00	12 00		
Point Escuminac	Northumberland N.B	18 96	12 00		
Point Kaye	Simcoe, E.R O	82 16	36 00		
Point la Nim	Restigouche N B	60 00	24 00		
Point Michaud	Richmond N.S	16 00	12 00		
Point of Cape	Antigonishe N.S	6 00	10 00		
Point Petre	Prince Edward O	2 00	12 00		
Point Platon	Lotbinière Q	80 20	30 00		12 00
Point Poplar	Kings P.E.I	12 12	12 00		
Point Prim	Queen's East P.E.I	17 25	12 00		
Point St. Peter	Gaspé Q	151 60	81 00		12 00
Point Sapin	Kent N.B	50 00	16 00		
Point Traverse	Prince Edward O	23 98	16 00		
Point Wolfe	Albert N.B	71 50	43 00		
†Pointe a Calumet	Two Mountains Q	20 70	6 67		
Pointe à la Frégate	Gaspé Q	18 50	12 00		
¶ Pointe a la Garde	Bonaventure Q	46 00	7 80		
Pointe au Baril	Muskoka & Parry Sd..O	15 00	12 00		
*Pointe au Boisvert	Chicoutimi & Saguenay Q	6 00	0 83		
Pointe au Pelican	Saguenay Q	61 00	20 00	10 00	
Pointe au Chene	Argenteuil Q	154 00	76 00	8 00	
Pointe a Gideon	Gaspé Q	24 00	16 00		4 00
Pointe aux Anglais	Saguenay Q	11 18	12 00		
Pointe aux Orignaux	Kamouraska Q	98 98	32 00		
Pointe aux Trembles Ouest	Portneuf Q	95 00			
Pointe Basse	Gaspé Q	21 20	16 00		
Pointe Blanc	Chicoutimi & Saguenay Q	10 20	10 00		
Pointe des Monts	Chicoutimi & Saguenay Q	8 20	12 00		

‡ Opened 1 8 00. Opened 1 9 00. § Circular new office not yet opened. ; Opened 1 11 00.
* Opened 1 6 01. † Summer office. ¶ Opened 20 2 00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Pointe du Chêne	Westmoreland ..... N.B	185 00	80 00		
Pointe du Lac	Three Riv. & St. Maurice Q	170 68	64 00		
Poiré	Portneuf ..... Q	203 96	64 00		
Poirier	Kent ..... N.B	9 00	12 00		
Poirierville	Richmond ..... N.S	57 48	20 00		
Poitras	Victoria ..... N.B	9 00	12 00		
Poland	Lanark, N.R. ..... O	34 96	20 00		
Pollet's Cove	Inverness ..... N.S	3 00	12 00		
Pollett River	Westmoreland ..... N.B	76 81	32 00		
Polleyhurst	Sunbury & Queen's ..N.B	34 00	24 00		
Polmont	Northumberland, E.R..O	12 00	12 00		
Polsons Brook	Antigonishe ..... N.S	21 00	10 00		
Poltimore	Labelle ..... Q	98 60	36 00		
Pomeroy	Lisgar ..... M	6 00	12 00		
Pomeroy Ridge	Charlotte ..... N.B	13 00	12 00		
Pomona	Grey, S.R. ..... O	24 00	16 00		
Pomquet	Antigonishe ..... N.S	60 00	30 00	2 00	
Pomquet Station	Antigonishe ..... N.S	17 98	12 00		
Pond Mills	Middlesex, S.R. ..... O	22 00	18 00		
Ponds	Pictou ..... N.S	19 96	16 00		
Ponsonby	Wellington, C.R. ..... O	50 00	20 00		
Pont Briand	Mégantic ..... Q	45 94	20 00		
Pont Chateau	Soulanges ..... Q	94 98	36 00	4 00	
Pont Viau	Laval ..... Q	30 00	20 00		
Poodiac	King's ..... N.B	20 18	12 00		
Poole	Perth, N.R. ..... O	113 76	64 00		
Poole's Resort	Leeds, S.R ..... O	155 00	64 00		
Pope's Harbour	Halifax ..... N.S	54 00	20 00		
Poplar	Algoma ..... O	57 94	24 00		
Poplar Dale	Algoma ..... O	8 00	16 00		
Poplar Grove	Prince West ..... P.E.I	30 00	12 00		
Poplar Grove	Assa. East	36 92	20 00		
Poplar Hill	Middlesex, S.R. ..... O	164 42	60 00		
Poplar Park	Selkirk ..... M	18 52	16 00		
Poplar Point	Macdonald ..... M	305 02	140 00	4 00	
Poquiock	York ..... N.B	63 50	36 00	2 00	
Portage de la Nation	Labelle ..... Q	80 00	24 00		
Portage River	Northumberland ..... N.B	20 00	12 00		
Portal	Bruce, E.R. ..... O	20 94	16 00		
Port Albert	Huron, W.R ..... O	114 00	56 00		
Port Alma	Kent ..... O	68 46	38 00		
Portapique	Colchester ..... N.S	103 81	50 00		
Portapique Mountain	Colchester ..... N.S	29 01	16 00		
Port au Persil	Charlevoix ..... Q	63 45	24 00		10 00
Port Ban	Inverness ..... N.S	8 00	12 00		
Port Beckerton	Guysborough ..... N.S	66 42	30 00	2 00	
Port Bevis	Victoria ..... N.S	18 00	12 00		
Port Bruce	Elgin, E.R. ..... O	44 14	24 00		
Port Caledonia	Cape Breton ..... N.S	50 00	24 00		
Port Clyde	Shelburne & Queen's N.S	202 00	86 00		
Port Cockburn	Muskoka & Parry Sd. .O	106 00	50 00		
Port Coldwell	Algoma ..... O	167 26	76 00		
Port Daniel, Centre	Bonaventure ..... Q	142 95	60 00		12 00
Port Daniel, West	Bonaventure ..... Q	80 00	48 00		18 00
Port Dufferin	Halifax ..... N.S	86 21	40 00		
Port Elmsley	Lanark, S.R. ..... O	96 42	52 00		
Porter's	St. John ..... N.B	14 00	12 00		
Porter's Hill	Huron, W.R ..... O	74 70	40 00		
Porter's Lake	Halifax ..... N.S	18 50	14 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Port Felix	Guysborough, N.S	52 00	24 00		
Port Franks	Lambton, E.R., O	24 92	12 00		
Port George	Annapolis, N.S	215 56	120 00		
Port Granby	Durham, W.R., O	62 50	24 00		
Port Guichon	New Westminster, B.C	151 00	80 00		
Port Hill	Prince West, P.E.I	102 00	60 00		5 00
Port Hillford	Guysborough, N.S	126 18	54 00		
Port Hood Island	Inverness, N.S	27 96	20 00		
Port Hughes	Vancouver, B.C	20 00	16 67		
Port John	Shelburne & Queen's, N.S	101 96	30 00	2 00	
†Port Keewaydin	Simcoe, E.R., O	43 00	30 00		
Port Kells	New Westminster, B.C	25 90	20 00		
Port Kusam	Vancouver, B.C	45 00	20 00		
Port Law	Grey, S.R., O	78 65	45 00		
Port Lewis	Huntingdon, Q	41 38	30 00		
Port Lock	Algoma, O	63 96	40 00		
Port Maitland	Haldimand & Monck, O	51 50	20 00		
Port Malcolm	Richmond, N.S	24 92	16 00		
Port Mulford	Prince Edward, O	27 00	28 00		
Port Mouton	Queen's, N.S	172 82	70 00	2 00	
Port Nelson	Halton, O	132 00	80 00		
Port Neville	Burrard, B.C	36 00	20 00		
Porton	Carleton, N.B	12 00	12 00		
Port Philip	Cumberland, N.S	97 00	36 00		
Port Renfrew	Vancouver, B.C	103 48	24 00		
Port Richmond	Richmond, N.S	14 19	12 00		
Port Royal	Norfolk, S.R., O		30 00		
Port Royal	Richmond, N.S	19 00	16 00		
Port Sandfield	Simcoe, E.R., O	163 94	76 00		
Port Saxon	Shelburne & Queen's, N.S	40 20	16 00		
Port Severn	Simcoe, E.R., O	68 21	36 00		
Port Shoreham	Guysborough, N.S	40 81	20 00	1 50	
Port Talbot	Elgin, W.R., O	12 00	12 00		
Portuguese Cove	Halifax, N.S	15 00	12 00		
Port Union	Ontario, W.R., O	27 80	16 00		
Port Whitby	Ontario, S.R., O	137 00	56 00		
Pottageville	York, N.R., O		16 00		
‡Potvin	Lotbinière, Q	24 00	7 70		
Poucher's Mills	Hastings, E.R., O	74 50	44 00	6 00	
Poulamond	Richmond, N.S	91 00	48 00		
Poupore	Labelle, Q	19 00	16 00		
Powell	Lanark, N.R., O	11 96	12 00		
Powerscourt	Huntingdon, Q	50 44	22 00		
Power's Creek	Victoria, N.B	20 50	12 00	2 00	
Powle's Corners	Victoria, N.R., O	94 46	40 00		
Pownall	Queen's East, P.E.I	165 00	48 00	8 00	
Prairie Grove	Selkirk, M	14 46	12 00		
Precious Corners	Northumberland, W.R., O	208 45	76 00		
Pre-de-en haut	Westmoreland, N.B	9 00	12 00		
*Premier	Victoria, N.S	11 00	5 00		
Prenevcau	Peterborough, E.R., O	30 00	16 00	6 00	
Prospect Isle	Grey, N.R., O	41 20	24 00	4 00	
Preston	Halifax, N.S	12 00	12 00		
Preston Road	Halifax, N.S	13 50	12 00		
Preston Vale	Lanark, S.R., O	44 00	20 00		
Pretty River Valley	Grey, E.R., O	24 52	20 00		
Priesburgh	Victoria, N.B	9 50	12 00		
Price's Corner	Simcoe, E.R., O	26 00	20 00		

* Closed 28.12.00. † Summer office. ‡ Opened 24.9.00. Late Reggio Head

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year.)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Priddis	Alta	33 48	12 00		
‡Primeauville	Q	185 67	72 00	2 00	
Primrose	Cardwell O	106 00	58 00	12 00	
Prince Albert	Ontario, S.R. O	213 80	104 00		
Prince Albert	Annapolis N.S	15 00	20 00		
* Prince Dale	Annapolis N.S	35 50	7 10		
Prince of Wales	St. John N.B	14 48	12 00		
Princeport	Colchester N.S	45 91	24 00		
Princess	Brandon M	10 00	16 00		
† Prince's Lodge	Halifax N.S	17 00	6 93		
Princetown	Prince East P.E.I	189 12	80 00		
Princeville	Inverness N.S	12 00	12 00		
Prince William	York N.B	110 82	40 00		
Prince William Station	York N.B	68 98	44 00	20 00	
Prinyer	Prince Edward O	49 48	28 00		
Prospect	Lanark, S.R O	89 02	48 00		
Prospect	Halifax N.S	64 68	30 00		
Prospect Hill	Perth, S.R. O	214 00	48 00		
Prosperity	Huron, W.R O	26 50	10 00		
Prosperity	Assa. East	40 16	20 00		
Prosser Brook	Albert N.B	26 96	12 00		
Protectionville	Northumberland N.B	8 00	12 00		
Proton Station	Grey, E.R. O	233 00	96 00	24 00	
Proulxville	Champlain Q	223 20	76 00		
Providence	Beauce Q	34 53	36 00		
Providence Bay	Algoma O	276 90	90 00	4 00	
Province Hill	Brome O	34 00	16 00		
Public Landing	King's N.B	37 92	16 00		
Pubnico Beach	Shelburne & Queen's N.S	21 98	16 00		
Puce	Essex, N.R O	51 00	44 00		
Puckahn	Sask	30 94	16 00		
Puellering	Kent N.B	12 00	12 00		
Pugwash Junction	Cumberland N.S	102 59	70 00	20 00	
Pugwash River	Cumberland N.S	13 00	16 00		
Purbrook	Ontario, N.R O	38 06	24 00		
Purdy	Hastings, N.R. O	22 92	12 00		
Purlbrook	Antigonishe N.S	13 00	12 00		
Purple Grove	Bruce, S.R. O	14 00	12 00		
Purple Hill	Durham, W.R O	22 00	12 00		
Purple Ridge	Macdonald M	13 16	16 00		
Purple Valley	Bruce, N.R O	56 00	24 00		
Purpleville	York, W.R. O	26 00	20 00		
Putnam	Middlesex, E.R. O	84 81	36 00	24 00	
Quaco Road	St. John N.B	7 50	12 00		
Quai de Rimouski	Rimouski Q	94 53	48 00		
Quai des Eboulements	Charlevoix Q	83 00	32 00		
Quamichan	Vancouver B.C	220 10	110 00		
Quathiaski Cove	Burrard B.C	52 98	36 00		
Quatsino	Vancouver B.C	48 04	30 00		
Queen Hill	Bruce, W.R O	35 00	20 00		
Queen's Line	Renfrew, N.R O	60 15	10 00		
Queensport	Guysboro N.S	119 25	44 00		12 00
Queenstown	Sunbury & Queen's N.B	34 76	12 00		
Queen's Valley	Selkirk M	25 78	12 00		
Queensville	Inverness N.S	15 98	12 00		

* Opened 16-10-00. † Opened 22-10-00. ‡ Late Ste. Martine Station.

SESSIONAL PAPER No. 24

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.		Revenue	Salary (based on revenue of preceding year).	Furnace Allowances.	Night Allowances.
			$ cts.	$ cts.	$ cts.	$ cts.
Queensville	King's	N.B.	11 97	12 00		
Querry	Bonaventure	Q.	14 00	12 00		
Quesnel Forks	Yale & Cariboo	B.C.	162 70	195 00		
Quilchena	Yale & Cariboo	B.C.	77 15	36 00	3 00	
Quilty	Renfrew, S.R.	O.	13 90	12 00		
Quinan	Yarmouth	N.S.	30 00	16 00		
Quinn	Kent	O.	74 90	52 00		
Quinnville	Wright	Q.	16 00	16 00		
Quispamsis	Kings	N.B.	30 00	18 00		
Rabbit Point	Selkirk	M.	18 03	12 00		
Racine	Shefford	Q.	149 15	70 00	8 00	
Radford	Pontiac	Q.	48 98	24 00		
Radnor Forges	Champlain	Q.	220 00	100 00		
Radstock	Joliette	Q.	52 50	28 00		
Radway	Selkirk	M.	44 92	20 00		
Ragged Rapids	Victoria, N.B.	O.	7 20	12 00		
Raglan	Ontario, S.R.	O.	169 50	76 00		
Raglon	Addington	O.	199 86	70 00		
Rainham	Haldimand & Monck	O.	197 76	60 00		
Rainham Centre	Haldimand & Monck	O.	71 00	40 00		
Ralph	Portage	O.		20 00		
Ralphstown	Brandon	M.	72 64	36 00		
Ramey	Ontario, N.R.	O.	202 78	70 00		
*Ramona	Ontario, N.R.	O.	28 13	6 67		
Ramsay	Cheverette	N.S.	3 00	10 00		
Ramsay's Corners	Russell	O.	22 00	20 00		
†Rapid Lake	Marquette	M.	53 27	7 27		
Rapides C.	Compton	Q.	60 00	28 00		
Rapidgraph	St. John	N.B.	71 00	30 00		
Randolph	Simcoe, E.R.	O.	38 00	24 00		
Randwick	Seneca, S.R.	O.	18 50	20 00		
Ranelagh	Oxford, S.R.	O.	100 96	44 00		
Ranger	Renfrew, N.R.	O.	25 51	20 00		
Rannoch	Perth, S.R.	O.	40 50	16 00		
Rapids de Femme	Victoria	N.B.	5 50	10 00		
Rapide de l'Orignal	Wright	Q.	130 28	40 00	2 00	
Rapides des Joachims	Pontiac	Q.	268 25	192 00	40 00	
Rapid River	Algoma	O.	78 20	32 00		
Rapidgraph	Ontario, N.R.	O.	50 00	30 00		
Rathbun Corners	Kings	N.B.	4 00	12 00		
Ravenna	Grey, E.R.	O.	202 96	55 00		
Ravenscliffe	Muskoka & Parry Sd.	O.	24 87	20 00		
Ravenshoe	York, N.R.	O.	127 44	60 00		
Ravenswood	Lennox, P.E.	O.	114 17	60 00		
Ravensworth	Muskoka & Parry Sd.	O.	139 88	60 00		
Rawdon	Dorchester	Q.	8 97	16 00		
Rawdon	Montcalm	Q.	335 50	120 00	2 00	
Rawlins	Hants	N.S.	103 31	60 00		
Rawsonville Gold Mines	Hants	N.S.	77 90	44 00		
Ray	Yale	B.C.	19 50	7 00		
Raycroft	Lanark, N.R.	O.	6 70	12 00		
Raymond	Missisquoi & Brome Sts.	Q.	59 10	28 00		
Raymond	Kings	N.B.	11 20	12 00		
Rayside	Oxford, N.R.	O.	815 13	90 00		
Rayside Station	Nipissing	O.	256 12	60 00	2 00	2 00

*Opened 28 11 00. †Opened 7 12 00. ‡Opened 1 12 00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts	$ cts.	$ cts.
Reaboro'	Victoria, S.R. O	142 86	70 00	6 00	....
Reaburn	Selkirk M	370 72	180 00	60 00	....
Read	Westmoreland N.B	15 40	12 00	....	....
Read	Hastings, E.R. O	109 96	50 00	....	....
Reading	Wellington, C.R. O	14 00	14 00	....	....
Read Island	Burrard B.C	39 02	20 00	....	....
Rear of Baddeck Bay	Victoria N.S	23 25	12 00	....	....
Rear of Ball's Creek	Cape Breton N.S	19 00	12 00	....	....
Rear of Beaver Cove	Cape Breton N.S	14 00	12 00	....	....
Rear of Ben Eoin	Cape Breton N.S	6 25	12 00	....	....
Rear of Black River	Richmond N.S	10 00	10 00	....	....
Rear of Little Judique	Inverness N.S	20 96	12 00	....	....
Reay	Simcoe, E.R. O	36 88	16 00	....	....
Rebecca	Middlesex, E.R. O	37 00	20 00	....	....
*Rectory Hill	Megantic Q	134 18	9 17	....	....
Red Bank	Northumberland N.B	109 33	24 00	1 33	....
Red Bay	Bruce, N.R. O	28 98	24 00	....	....
Red Deer Hill	Sask	25 87	12 00	....	....
Red Head	St. John N.B	7 36	10 00	....	....
Red House	King P.E.I	15 00	12 00	....	....
Redgrave	Huron, E.R. O	63 44	30 00	....	....
Redickville	Grey, E.R. O	69 52	30 00	....	....
Red Jacket	Assa. East	67 85	30 00	12 86	....
Red Islands	Richmond N.S	15 00	16 00	....	....
Red Lodge	Alta	25 00	16 00	....	....
Red Mountain	Compton Q	39 98	12 00	....	....
Redmersville	Prince Edward O	199 82	93 00	....	....
Redpath	Assa. East	18 70	16 00	....	....
Red Point	King's P.E.I	70 50	28 00	....	....
Red Rapids	Victoria N.B	34 50	12 00	2 00	....
Red Rapids Bridge	Victoria N.B	14 00	12 00	....	....
Red Rock	Victoria, S.R. O	34 00	16 00	....	....
Red Wing	Grey, E.R. O	64 48	44 00	....	....
Red Wood	Simcoe, E.R. O	58 04	28 00	....	....
Reedsdale	Megantic Q	24 98	24 00	....	....
Reed's Point	King's N.B	16 00	16 00	....	....
Reedsville	Compton Q	33 00	24 00	....	....
Rees	Sunbury & Queen's N.B	19 25	12 00	....	....
Reeve Crag	Carleton O	62 98	30 00	....	....
Reid's Mills	Dundas O	81 94	36 00	....	....
Reidway	Pictou N.S	11 00	12 00	....	....
Remland	Lisgar M	70 27	40 00	....	....
Relessey	Cardwell O	33 00	20 68	....	....
Renaud's Mills	Kent N.B	24 00	12 00	....	....
Renforth	Wentworth N. & R. O	7 00	24 00	....	....
Renfrew	Hants N.S	4 98	12 00	....	....
Renme	Selkirk M	10 78	10 00	....	10 83
Renton	Norfolk, N.R. O	104 00	50 00	....	....
Repentigny	L'Assomption Q	49 00	22 00	....	....
Restonle	Muskoka & Parry Sd. O	81 06	40 00	....	....
Reynard's Bridge	Yarmouth N.S	19 00	12 00	....	....
Reynolds	Northumberland N.B	....	12 00	....	....
Reynoldscroft	Shefford & Queen's N.S	23 00	12 00	....	....
Reynoldston	Addington O	30 00	16 00	....	....
Rhode's Corner	Lunenburg N.S	15 00	12 00	....	....
Rhodesg	Missisquoi Q	60 00	24 00	....	12 00
Richardson	Charlotte N.B	50 00	10 00	....	....
Richardville	Megantic Q	104 02	44 00	....	....

* Opened 1 8 00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary based on revenue of previous year.	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Richardsville	Kent .N.B	70 00	24 00		
§ Richer	Provencher .M	16 46	8 00		
Richfield	Digby .N.S	13 00	12 00		
Richibucto Village	Kent .N.B	56 00	48 00		
Riceland	Selkirk .M	16 20	16 00	2 00	
Richview	York, W.R .O	35 36	14 00		
Rideau Ferry	Lanark, S.R .O	77 05	28 00		
Rideau View	Russell .O	18 92	12 00		
Ridgeland	Macdonald .M	26 18	16 00		
Ridgemount	Welland .O	18 00	12 00		
§ Ridge Road	Sunbury & Queens .N.B	10 50	6 67		
Ridgeville	Lincoln & Niagara .O	4 75	156 00		
Ridgeville	Provencher .M	10 00	16 00		
Riding Mountain	Macdonald .M	12 00	12 00		
Ridley	Elgin, W.R .O	43 00	24 00		
* Riga	Assa. East	16 00	15 01		
Riley Brook	Victoria .N.B	21 00	40 00		
Rimington	Hastings, N.R .O	29 00	24 00		
Ringwood	Ontario, W.R .O	143 76	66 00		
Riordan	Gloucester .N.B	27 96	16 00		
Ripon	Labelle .Q	390 45	126 00	4 00	
Ritchot	Provencher .M	2 00	12 00		
Rivard's Corners	Compton .Q	10 00	12 00		
Riverbank	Wellington, C.R .O	55 93	30 00		
Riverbank	Carleton .N.B	61 88	24 00	2 00	
Riverdale	Digby .N.S	13 00	12 00		
Riverdale	Prince, East .P.E.I	6 00	12 00		
Riviere de Chute	Carleton .N.B	126 00	60 00	5 00	
‡ River Dennis	Inverness .N.S	8 00	8 00		
River Dennis Centre	Inverness .N.S	37 48	20 00	2 00	
River Dennis Road	Inverness .N.S	12 00	12 00		
River Dennis Station	Inverness .N.S	101 25	30 00	26 00	
Riverfield	Charlevoix .Q	96 00	36 00		
River Gilbert	Beauce .Q	63 94	24 00	10 00	
River Gilbert Gold Mines	Beauce .Q	18 20	16 00		
River Hebert	Cumberland .N.S	57 00	30 00	6 00	
River Hebert Road	Cumberland .N.S	31 00	16 00		
River John Road	Colchester .N.S	27 96	12 00		
River Joseph	Wright .Q	21 18	12 00		
River Philip	Cumberland .N.S	131 24	55 00	24 00	
River Phillip Centre	Cumberland .N.S	40 00	20 00		
Riversdale	Colchester .N.S	42 00	24 00	4 00	
Riversdale	Assa. East	29 95	20 00		
River Side	Albert .N.B	246 00	90 00		
Riverside	Inverness .N.S	9 00	12 00		
Riverside Beach	Kings .N.B		3 00		
Riverside Corner	Hants .N.S	60 00	36 00		
Rivers Inlet	Barrard .B.C	123 70	48 00		
Riverstown	Wellington, N.R .O	62 75	24 00		
Riverton	Kings .P.E.I	12 18	10 00		
River Valley	Nipissing .O	9 78	10 00		
Riverview	Grey, E.R .O	138 00	70 00		
† Riverview	Cumberland .N.S	18 00	8 33		
River View	Albert .N.B	25 00	12 00	4 00	
Rivière à Claude	Gaspé .Q	30 64	14 00		
Rivière à la Martre	Gaspé .Q	25 08	12 00		
Rivière à l'Ours	Compton .Q	14 00	12 00		

‡ Closed 1-10-00. † Opened 1-2-00. § Opened 1-11-00. * Closed 1-5-01 and reopened Closed 1-12-00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rivière à Pierre	Portneuf, Q	322 67	86 00		
Rivère au Doré	Chicoutimi, Q	61 20	22 00		
Riviere au Rat	Champlain, Q	20 18	16 00		
Riviere aux Chiens	Montmorency, Q	92 94	40 00		
Riviere aux Pins	Quebec, Q	21 96	12 00		
Riviere Bois Clair	Lotbinière, Q	218 00	80 00		
Riviere des Caches	Northumberland, N.B	52 00	36 00	2 00	
Riviere des Fèves	Chateauguay, Q	15 16	12 00		
Riviere des Plantes	Beauce, Q	12 00	12 00		
Riviere des Prairies	Laval, Q	45 80	18 00		
‡Riviere du Loup Wharf	Temiscouata, Q	154 00	60 00		
Riviere du Moulin	Chicoutimi, Q	205 00	100 00		24 00
Riviere Famine	Beauce, Q	128 00	36 00		
Rivière Gagnon	Terrebonne, Q	12 00	12 00		
Riviere Gentilly	Nicolet, Q	119 18	42 00		10 00
Rivière Jaune	Quebec, Q	23 16	16 00		
Riviere la Fleur	Montmorency, Q	32 20	12 00		
Riviere la Madeleine	Gaspe, Q	10 20	16 00		
Riviere Maillioux	Charlevoix, Q	100 00	50 00		
Rivière Mattawin	Champlain, Q	14 20	10 00		
Riviere Mékinac	Champlain, Q	18 00	12 00	2 00	
Rivière Noire	Arthabaska, Q	67 00	28 00	12 00	
Rivière Qui Barre	Alta	23 96	12 00		
Rivière Saint Jean	Saguenay, Q	45 00	20 00		
Riviere Ste. Marguerite	Saguenay, Q	16 25	12 00		
Riviere Sauvage	Arthabaska, Q	43 45	18 00		
Rivière Trois Pistoles	Temiscouata, Q	293 00	60 00		18 00
Rivington	Argenteuil, Q	62 00	20 00		
Rivulet	Inverness, N.S	11 00	12 00		
Roaches Point	York, N.R., O	210 57	84 00		
Roach Vale	Guysborough, N.S	13 45	12 00		
Robin	Grey, S.R., O	41 00	20 00		
Roberts Island	Yarmouth, N.S	13 00	10 00		
Robertson	King's, N.B	26 98	16 00		
Robertson's Point	Sunbury & Queen's, N.B	12 00	12 00		
Robertville	Gloucester, N.B	72 00	16 00		
‡Roberval Hotel	Chicoutimi, Q	76 50	32 00		
‡Roberval, Ouest	Chicoutimi, Q	10 50	9 17		
Robichaud	Westmoreland, N.B	30 00	32 00	8 00	
Robins	Richmond, N.S	50 20	28 00		
Robinson's Corners	Lunenburg, N.S	73 00	20 00		
Robinsonville	Restigouche, N.B	23 00	12 00		
Robitaille	Bonaventure, Q	164 98	72 00		
Roblin	Lennox, O	129 35	54 00	4 00	
Rob Roy	Grey, E.R., O	59 96	30 00		
Robson	Drummond, Q	14 20	14 00		
Rocanville	Assa. East	41 72	20 00		
Rochefort	Renfrew, N.R., O	31 88	14 00		
Rochelle	Shefford, Q	42 00	30 00		
‡Roches de la Chapelle	Montmagny, Q	16 00	3 33		
Rock Barra	King's, P.E.I	11 00	12 00		
Rock Creek	Yale & Cariboo, B.C	338 20	120 00	4 00	
Rockcroft	Peterborough, E.R., O	25 20	12 00		
Rockdale	Richmond, N.S	35 68	20 00		
Rockdale	Peterborough, E.R., O	69 98	40 00		
Rockfield	Leeds, S.R., O	27 00	16 00		
Rockford	Norfolk, N.R., O	77 00	36 00		
Rockhead	Yale & Cariboo, B.C	34 88	20 00		

* Opened 1-8-00. † Opened 1-3-01. ‡ Summer Office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office	Electoral District	Revenue	Salary (omitted on account of previous quarter)	Forward Allowance	Night Allowance
		$ cts	$ cts	$ cts	$ cts
Rock Forest	Sherbrooke, Q	62 61	32 00	4 00	
Rock Hall	Muskoka & Parry Sd., O	4 00	12 00		
Rockingham	Yarmouth, N S	41 17	24 00		
Rockingham Station	Halifax, N S	112 70	50 00		
Rockville	Nipissing, O	149 41	54 00		
Rocklin	Pictou, N S	14 00	12 00		
Rockly	Cumberland, N.S	18 00	12 00		
Rockton	Grey, E.R, O	215 21	80 00	4 00	
Rockport	Leeds, S.R, O	267 63	108 00		
Rockport	Westmorland, N.B	59 42	30 00		
Rockside	Cardwell, O	18 95	16 00		
Rock Springs	Brockville, O	80 22	50 00		
Rockvale	Kings, N.B	15 45	16 00		
Rockvale	Yarmouth, N.S	42 02	20 00		
Rosaville	Algoma, O	35 00	16 00		
Rockway Valley	Labelle, Q	24 95	12 00		
Rockwell Settlement	Cumberland, N.S	67 00	36 00	2 00	
Rocky Bay	Richmond, N.S	12 00	12 00		
Rocky Mountain	Pictou, N.S	17 50	12 00		6 00
Rocky Point	Queen's West, P.E.I	9 86	12 00		
Rocky Point	Victoria, B.C	251 33	80 00		
Rocky Sargeon	Grey, S.R, O	50 52	20 00		
Roblin	Brandon, M	19 72	20 00		
Robley	Cumberland, N S	19 00	12 00		
Roebuck	Grenville, S.R, O	72 95	50 00		
Rogers Hill Centre	Pictou, N S	51 94	24 00		
Rolphton	Victoria, N.R, O	20 19	16 00		
Romney	Lambton, E.R, O	25 00	20 00		
Rolling Dam	Charlotte, N B	52 74	24 00		
Rolling Dam Station	Charlotte, N.B	93 00	50 00	10 00	
Rolling River	Marquette, M	10 00	12 00		
Rollo Bay	Kings, P.E.I	18 42	12 00		
Rollo Bay Cross	Kings, P.E.I	27 00	12 00		
Roman's Valley	Guysborough, N S	15 63	12 00		
Romulus	Cardwell, O	4 00	12 00		
Romney	Kent, O	41 96	40 00		
Rondeau	Kent, O	60 96	24 00		
Ronson	Nipissing, N.R, O	46 12	28 00		
Rooney	Muskoka, S.R, O	31 92	12 00		
Rosa	Northumberland, E.R., O	47 00	30 00		
Rosalind	Oxford, S.R, O	39 00	16 00		
Rose	Cumberland, N S	14 00	12 00		
Rosean	Provencher, M	18 20	12 00		
Rosebank	Gloucester, N B	15 00	12 00		
Rose Bay	Lunenburg, N S	27 00	44 00		
Roseberry	Lisgar, M	54 56	20 00		
Rosebery	Queens East, P.E.I	11 00	12 00		
Rosebery	York & Carleton, N.B	22 00	36 00		
Rosebud Creek	Alberta,	29 00	4 00		
Rosedale	Inverness, N.S	11 00	12 00		
Rosedale	Inverness, N S	7 50	16 00		
Rosedale	Victoria, N.R, O	11 10	16 00		
Rosedale	New Westminster, B C	26 00	20 00		
Rosedale	Carleton, N B	12 00	12 00		
Rosedale	Lennox & Addington, O	10 50	12 00		12 00
Rosedale	Prince Edward, O	63 00	24 00		
Rosehill	Macdonald, M	15 82	12 00		
*Rose Hill	Prince, W.E.I	10 00	4 00		

*Opened 1 1 01 † Opened 1 3 01

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Rose Island	Hastings, N.R O	11 90	12 00		...
Roseisle	Lisgar M	58 36	27 00		..
Roseland	Brandon M	20 00	14 00		..
Rosemere	Terrebonne Q	‡ 7 00	...	...	...
Rosenburg	Missisquoi Q	54 69	10 00		.
Rosenthal	Renfrew, S.R O	23 96	16 00		.
Rosenort	Provencher M	109 71	44 00	...	...
Rosetta	Lanark, N.R O	16 98	12 00		.
Rose Vale	Albert N.B	20 00	12 00		.
Rose Valley	Prince East P.E.I	26 00	16 00		.
Roseville	Waterloo, S.R O	130 86	60 00		.
Roseville	Prince West P.E.I	21 21	16 00	..	.
Roseway	Shelburne & Queen's N.S	55 10	28 00		.
Rosewood	Provencher M	31 02	16 00		.
*Roskeen	Macdonald M	20 00	6 00		.
Roslin	Hastings, N.R O	136 98	68 00	2 00	.
Roslin	Cumberland N.S	12 00	12 00		.
Ross	Renfrew, N.R O	12 92	12 00		.
Rossburn	Marquette M	132 64	60 00		..
Ross Corner	Prince East P.E.I	100 00	40 00		..
Ross Creek	Alta	17 82	10 00		.
Rosseau Falls	Muskoka & Parry Sd. O	87 80	32 00		.
Rossendale	Cumberland N.S	19 00	16 00		.
Rossendale	Macdonald M	17 92	12 00		..
Rosser	Selkirk M	276 55	90 00		.
Rossetti	Assa. East	5 00	12 00		..
Rossfield	Pictou N.S	9 00	12 00		.
Ross Mills	Levis Q	31 00	20 00		...
Rossmore	Prince Edward O	115 00	48 00		.
Ross Mount	Northumberland, W.R O	104 86	40 00		.
Rossport	Algoma O	162 03	84 00		.
†Rossville	York N.B	16 67	9 17		....
Rossway	Digby N.S	65 98	24 00		.
Rosthern	Sask	945 88	240 00	5 50	..
Rostock	Perth, N.R O	114 00	56 00		.
Rothbury	Assa. East	7 00	12 00		.
Rouge Hill	Ontario, W.R O	3 00	12 00		.
Rougemont Station	Rouville Q	203 20	90 00		.
Rouleau	Assa. West	110 05	20 00		.
Round Bay	Shelburne & Queen's N.S	28 20	16 00		..
Round Hill	King's N.B	147 00	56 00	20 00	.
Round Island	Cape Breton N.S	19 98	12 00		.
Round Lake	Peterborough, E.R O	8 80	12 00		.
Round Plains	Norfolk, N.R O	94 80	30 00		.
Roundwood	Algoma O	21 00	10 00		.
Rousseau's Mills	Portneuf Q	60 00	30 00		.
Routhier	Prescott O	67 62	32 00		.
Routledge	Brandon M	118 57	56 00		8 57
Rowan Mills	Norfolk, S.R O	111 52	40 00		..
Rowanton	Pontiac Q	202 13	82 00	16 00	.
Rowena	Dundas O	94 95	36 00		.
Rowena	Victoria N.B	14 00	12 00		.
‡Rowley's	St. John N.B	6 67	4 17		..
Roxbrough	Albert N.B	9 00	12 00		.
Roxbury	Annapolis N.S	12 00	12 00		.
Roxtown	Prince West P.E.I	16 86	12 00		.
Roxton	Missisquoi Q	12 00	12 00		.
Roxton East	Shefford Q	55 00	30 00		.

*Opened 1 1 '01. †Opened 1 8 '00. ‡Opened 1 2 '01. ‡ Credit for new office not yet opened.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*Vacant on account of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Roy	Burrard.....B.C	14 20	23 33		
Royal	Provencher.....M	31 63	16 00		
Royal Oak	Bruce, W. R.....O	15 50	18 00		
Royal Oak	Vancouver.....B.C	10 00	20 00		
Royal Road	York.....N.B	8 98	12 00		
Royal Road, West	York.....N.B	25 00	16 00		
Royalton	Carleton.....N.B	26 84	20 00		
Royston	Muskoka & Parry Sd..O	19 00	33 00	8 00	
Ruby	Renfrew, N.R.....O	32 86	16 00		
Ruby Creek	Yale & Cariboo.....B.C	252 64	80 00		
Rugby	Simcoe, E.R.....O	116 02	85 00		
Ruisseau à l'Eau Chaude	Dorchester.....Q	43 96	22 00		
Ruisseau à Sers	Rimouski.....Q	23 20	12 00		12 00
Ruisseau Le Blanc	Bonaventure.....Q	166 50	40 00		
Ruisseauville	Bonaventure.....Q	12 00	12 00		
Rupert	Wright.....Q	116 88	44 00		
Rusagonis	Sunbury & Queen's.....N.B	39 94	30 00	2 00	
Rusagonis Station	Sunbury & Queen's.....N.B	95 50	30 00		
Rush Point	Peterborough, E.R.....O	9 00	12 00		
Ruskin	King's.....P.E.I	10 00	12 00		
Ruskin	New Westminster.....B.C	266 63	84 00		
Ruskview	Simcoe, S.R.....O	60 00	24 00	4 00	
Russeldale	Perth, S.R.....O	133 00	70 00		
Russelton	Simcoe, N.R.....O	147 39	60 00		
Russeltown	Chateauguay.....Q	89 00	40 00		
Rustico	Queen's East.....P.E.I	55 00	28 00		
Rusticoville	Queen's East.....P.E.I	70 00	24 00		
Rutherford	Macdonald.....M	10 50	10 00		
Rother Glen	Carleton.....N.B	20 00	12 00		
Rother Glen	Marquette.....M	19 99	10 00		
Rutledge	Pontiac.....Q	45 76	16 00		
Ryckman's Corners	Wentworth, S.R.....O	56 00	28 00		
Rydal Bank	Algoma.....O	223 44	90 00		
Ryde	Muskoka & Parry Sd..O	19 00	16 00		
Rylstone	Northumberland, E.R..O	22 94	12 00		
STE. ADELAÏDE DE PABOS	Gaspé.....Q	187 64	80 00		12 00
St. Adolphe de Champlain	Champlain.....Q	137 20	50 00		
St. Adolphe	Provencher.....M	11 94	16 00		
St. Adolphe de Dudswell	Richmond & Wolfe.....Q	118 00	24 00		
St. Adolphe de Howard	Argenteuil.....Q	29 00	12 00		
St. Adrien	Wolfe.....Q	79 75	30 00		
St. Agapit	Lotbinière.....Q	185 25	64 00	6 00	
St. Agapit Station	Lotbinière.....Q	142 00	40 00	6 00	
Ste. Agathe	Waterloo, S.R.....O	115 74	60 00		
Ste. Agathe	Provencher.....M	128 46	60 00		
Ste. Agathe de Lotbinière	Lotbinière.....Q	384 46	130 00	10 00	
Ste. Agathe, East	Lotbinière.....Q	47 48	27 00		
Ste. Agnès de Charlevoix	Charlevoix.....Q	29 00	20 00		
Ste. Agnès de Dundee	Huntingdon.....Q	83 20	40 00		
St. Agricole	Montcalm.....Q	6 00	10 00		
St. Albert	Russell.....O	199 40	76 00		
St. Albert	Arthabaska.....Q	95 60	47 00		
St. Alexander Station	St. John's & Iberville.....Q	89 50	15 00		
St. Alexis	Berthier.....Q	35 00	20 00		
St. Alexis de Montcalm	Montcalm.....Q	152 10	80 00		

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Alexis des Monts	Maskinonge ..Q	256 79	108 00	..	..
St. Alma	Victoria ..N.B	19 16	16 00	..	..
St. Alphonse	Joliette ..Q	47 76	40 00	..	..
‡St. Alphonse de Caplan	Bonaventure ..Q	20 00	3 33	..	..
St. Alphonse de Granby	Shefford ..Q	93 00	36 00	..	..
St. Amand	Victoria ..N.B	12 00	12 00	..	..
* St. Ambrose	Macdonald ..M	8 00	2 00	..	..
St. Amédée	Labelle ..Q	149 22	72 00	..	..
St. Amour	Prescott ..O	125 94	60 00	..	..
St. Anaclet	Rimouski ..Q	134 52	87 00	..	12 00
†St. André de Restigouche	Bonaventure ..Q	14 00	4 17	..	..
St. André de Shediac	Westmoreland ..N.B	20 98	12 00	..	..
St. Andrews	Selkirk ..M	22 55	20 00	..	..
St. Andrews	King's ..P.E.I	9 02	12 00	..	..
St. Andrews, North	Selkirk ..M	139 34	60 00	3 00	..
St. Andrews, West	Cornwall ..O	147 00	68 00	..	..
Ste. Angele de Laval	Nicolet ..Q	223 38	80 00	..	18 00
Ste. Angele de Monnoir	Rouville ..Q	194 20	90 00	..	..
Ste. Angele de Rimouski	Rimouski ..Q	193 30	64 00	..	..
St. Anicet	Huntingdon ..Q	240 00	103 00	8 00	..
Ste. Anne de Kent	Kent ..N.B	80 94	12 00	..	..
St. Anne de Madawaska	Victoria ..N.B	119 00	50 00	..	..
Ste. Anne de Prescott	Prescott ..O	163 47	90 00	..	..
Ste. Anne de Restigouche	Bonaventure ..Q	55 00	36 00	..	..
Ste. Anne des Chenes	Provencher ..M	181 81	84 00	29 00	..
Ste. Anne de Sorel	Richelieu ..Q	50 00	30 00	..	..
Ste. Anne du Sault	Arthabaska ..Q	373 50	120 00	..	..
St. Anne's	Victoria ..N.S	26 14	12 00	..	..
St. Anne's	Queen's West ..P.E.I	13 23	12 00	..	..
St. Anthony	Kent ..N.B	183 42	50 00	3 00	..
St. Anthony	Prince West ..P.E.I	17 01	16 00	..	..
†St. Antoine de Charlevoix	Charlevoix ..Q	6 00	0 83	..	..
St. Antonin	Temiscouata ..Q	64 00	36 00	..	..
St. Apollinaire	Lotbinière ..Q	219 80	80 00	1 50	..
Ste Apolline de Patton	Montmagny ..Q	13 20	12 00	..	..
St. Armand, Centre	Missisquoi ..Q	31 00	16 00	..	..
St. Armand Station	Missisquoi ..Q	249 00	120 00	60 00	..
St. Arsène	Temiscouata ..Q	202 96	108 00	..	18 00
Ste. Augustine	Huron, W.R ..O	123 00	90 00	..	..
St. Augustin, Saguenay	Saguenay ..Q	5 40	10 00	..	..
St. Augustin, Two Mountains	Two Mountains ..Q	196 00	70 00	6 00	..
Ste. Barbe	Huntingdon ..Q	36 94	24 00	..	..
St. Barnabé, River Yamaska	St. Hyacinthe ..Q	107 00	48 00	..	..
St. Barnabe, St. Maurice	Three Rivers & St. Maurice ..Q	289 00	108 00	16 00	..
St. Barthelemi Station	Berthier ..Q	64 50	24 00	..	..
St. Basile de Portneuf	Portneuf ..Q	123 00	40 00	..	..
St. Basile le Grand	Chambly & Vercheres ..Q	112 50	48 00	..	..
St. Basile Station	Portneuf ..Q	114 50	44 00	6 00	..
Ste. Beatrix	Joliette ..Q	67 00	36 00	..	..
St. Benjamin	Dorchester ..Q	17 64	12 00	..	..
St. Benoit Labre	Beauce ..Q	156 11	60 00	..	..
St. Bernard de Dorchester	Dorchester ..Q	262 90	100 00	..	..
St. Bernard, Sud	Missisquoi ..Q	13 00	14 00	..	..
St. Bernard	Digby ..N.S	11 00	12 00	..	..
St. Blaise	St. Johns & Iberville ..Q	91 50	47 00	..	..
Ste. Blandine	Rimouski ..Q	60 00	24 00	..	..
St. Bonaventure	Drummond ..Q	286 50	100 00	..	..
St. Boniface	Wright ..Q	15 12	12 00	..	..

‡ Opened 1-3-01. * Opened 1-5-01. † Opened 1-2-01. ‡ Opened 1-6-01.

SESSIONAL PAPER No. 24

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.		Revenue.	Salary *based on revenue of previous year.*	Forward Allowance.	Night Allowance.
			$ cts.	$ cts.	$ cts.	$ cts.
Ste. Brigide d'Iberville	St. John's & Iberville	Q	184 16	84 00		
Ste Brigide Station	St. John's & Iberville	Q	29 29	10 00		
Ste. Brigitte des Saults	Nicolet	Q	248 95	100 00		
St. Bruno	Chambly & Vercheres	Q	80 62	44 00	10 00	
St. Bruno de Kamouraska	Kamouraska	Q	48 00	26 00		
St. Bruno Station	Chambly & Vercheres	Q	26 00	20 00		
St. Calixte de Kilkenny	Montcalm	Q	85 88	36 00		
St. Canute	Two Mountains	Q	36 00	24 00		
St. Cassian des Caps	Charlevoix	Q	15 00	16 00		20 00
Ste. Catharines	Queen's West	P.E.I	12 03	12 00		
Ste. Catherine	Portneuf	Q	72 00	32 00		
Ste. Catherines River	Shelburne & Queen's	N.S	13 00	12 00		
St. Catharine Station	Portneuf	Q	115 00	36 00		
Ste. Cecile de Levrard	Nicolet	Q	154 50	50 00		
Ste. Cecile de Masham	Wright	Q	201 98	70 00		
Ste. Cecile de Milton	Shefford	Q	107 00	56 00		
Ste. Cecile de Whitton	Compton	Q	209 00	100 00		16 00
St. Charles	Selkirk	M	55 00	30 00		
St. Charles	Kent	N B	24 00	12 00		
St. Charles de Caplan	Bonaventure	Q	178 70	60 00		4 00
St. Charles de Levrard	Nicolet	Q	118 66	40 00		
Ste. Christine	Bagot	Q	86 00	40 00		
St. Chrysostome	Prince East	P.E.I	13 00	12 00		
St. Clair Siding	Essex, N.R	O	11 20	16 00		
St. Claude	Richmond	Q	91 00	30 00		
St. Claude	Lisgar	M	152 50	65 00		
St. Clement	Temiscouata	Q	144 77	50 00	1 33	
St. Cleophas de Brandon	Joliette	Q	54 92	28 00		
St. Clet	Soulanges	Q	286 95	120 00	30 00	
Ste. Clothilde	Arthabaska	Q	283 70	96 00		
Ste. Clothilde de Chateauguay	Chateauguay	Q	74 00	28 00		
St. Columban	Perth, S.R	O	127 46	66 00		
St. Columban	Two Mountains	Q	46 00	24 00		
St. Come	Joliette	Q	75 48	30 00		
Ste. Croix	Hants	N S	301 75	125 00		
Ste. Croix	York	N.B	169 50	60 00		
St. Cuthbert Station	Berthier	Q	40 00	20 00		
St. Cyprien	Temiscouata	Q	31 60	12 00		
St. Cyr	Richmond	Q	63 00	36 00	8 00	
St. Cyriac	Chicoutimi	Q	12 00	16 00		
St. Cyrille de L'Islet	L'Islet	Q	201 00	78 00		
St. Damase	Saint Hyacinthe	Q	277 00	108 00		
St. Damase de Rimouski	Rimouski	Q	116 44	50 00		
St. Damase des Aulnaies	L'Islet	Q	62 00	30 00		
St. Damien de Brandon	Berthier	Q	109 00	36 00		
St. Damien de Buckland	Bellechasse	Q	105 12	66 00		
St. David de Lewis	Lewis	Q	99 20	50 00		
St. David's	Lincoln & Niagara	O	129 82	168 00		
St. Denis de la Bouteillerie	Kamouraska	Q	181 91	80 00		
St. Didace	Maskinonge	Q	157 00	66 00		
St. Dominique de Bagot	Bagot	Q	177 46	80 00		
St. Dominique Station	Soulanges	Q	43 00	12 00	4 00	
St. Donat	Rimouski	Q	175 50	72 00	4 00	
St. Donat de Montcalm	Montcalm	Q	47 47	20 00		
St. Dorothee	Laval	Q	54 70	25 00		
St. Edmond de Berthier	Berthier	Q	21 96	12 00		
St. Edouard de Frampton	Dorchester	Q	27 92	16 00		
St. Edouard de Kent	Kent	N B	58 00	16 00		
St. Edouard de Napierville	Laprairie & Napierville	Q	114 42	45 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Edwidge	Compton Q	286 36	80 00		
St. Eléanor	Prince East P.E.I	188 00	80 00		
St. Eleuthere	Kamouraska Q	128 50	47 00		
St. Elie	Three Riv. & St. Maurice Q	153 50	60 00		
St. Elmo	Glengarry O	73 98	48 00		
St. Elmo	Yale & Cariboo B.C	70 70	50 00		
St. Eloi	Temiscouata Q	307 30	108 00	10 00	6 00
St. Elphège	Yamaska Q	158 94	66 00		
St. Elzear de Beauce	Beauce Q	147 82	64 00	7 50	
St. Elzéar de Laval	Laval Q	46 42	12 50		
Ste. Emélie de l'Energie	Joliette Q	146 00	70 00	6 00	
Ste. Emelie Junction	Joliette Q	35 00	20 00		
St. Emile de Montcalm	Montcalm Q	37 00	16 00		
St. Emile de Suffolk	Labelle Q	76 44	48 60	3 00	
St. Ephrem Station	Beauce Q	90 20	36 00		
St. Esprit	Richmond N.S	23 00	16 00		
St. Etienne de Beauharnois	Beauharnois Q	79 98	40 00		
St. Etienne de Bolton	Brome Q	88 98	36 00		
St. Etienne des Gres	Three Riv. & St. Maurice Q	154 00	75 00		
†St. Etienne du Saguenay	Chicoutimi & Saguenay Q	9 29	12 17		
St. Eugène de Grantham	Drummond Q	253 73	132 00	6 00	
St. Eugène Mission	Yale & Cariboo B.C	25 20	20 00		
Ste. Eulalie	Nicolet Q	228 00	90 00	4 00	
St. Eustache	Selkirk M	117 94	54 00		
St. Evariste Station	Beauce Q	234 50	80 00		9 00
St. Fabien	Kent N.B	5 00			
St. Faustin	Terrebonne Q	275 74	108 00	2 00	
†St. Faustin Station	Terrebonne Q	60 95	7 12		
Ste. Famille	Montmorency Q	76 62	32 00		
St. Felicien	Chicoutimi Q	395 79	144 00	30 00	18 00
Ste. Félicité	Rimouski Q	235 06	64 00		20 00
*St. Félix	Lisgar M	7 00	14 00		
St. Féréol	Montmorency Q	38 50	20 00		
St. Fidele	Charlevoix Q	73 00	24 00		
Ste. Flavie	Rimouski Q	161 82	70 00		
St. Flavien	Lotbinière Q	304 70	132 00		
Ste. Florence	Rimouski Q	44 20	20 00		6 00
St. Fortunat	Wolfe Q	99 00	47 00	2 00	
St. Foy	Quebec Q	96 00	60 00		
St. Francis Harbour	Guysborough N.S	43 92	20 00		
St. François de Kent	Kent N.B	44 19	20 00		
‡St. François d'Assise	Bonaventure Q	15 00	7 12		
§St. François de Madawaska	Victoria N.B	121 92	48 00		
St. François de Sales	Laval Q	15 00	18 00		
St. François de Sales Station	Laval Q	56 98	24 00	2 66	
St. François d'Orléans	Montmorency Q	24 00	16 00		
Ste. Françoise	Temiscouata Q	41 96	20 00		
St. François Xavier	Selkirk M	124 73	60 00		
St. François Xavier de Viger	Temiscouata Q	12 50	16 00	6 00	
St. François Xavier de Brompton	Richmond Q	21 54	41 00		
St. Frederic	Beauce Q	230 51	90 00	6 00	
St. Gabriel de Rimouski	Rimouski Q	223 85	72 00	2 00	
St. Gabriel Station	Portneuf Q	89 00	32 00	2 00	
St. Gedeon	Chicoutimi Q	323 70	100 00		
St. Gedeon de Marlow	Beauce Q	64 88	20 00		
Ste. Genevieve	Jacques Cartier Q	250 50	140 00	6 00	
St. George de Malbaie	Gaspe Q	88 50	75 00		

* Closed 1-11-00; reopened 1-4-01. † Closed 1-12-00. Credit for new office not yet opened.
‡ Opened 15-10-'00. § Late Winding Ledges.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary *based on revenue of previous year.*	Forward Allowance.	Night Allowance.
		$ c.	$ cts.	$ cts.	$ cts.
St. Georges	King . . P.E.I	21 50	12 00		
St. Georges Channel	Richmond. . .N.S	26 50	20 00		6 00
St. Gerard de Montarville	Labelle. . Q	57 93	24 00		
St. Germain de Kamouraska	Kamouraska Q	175 00	96 00		
St. Gilbert	Portneuf . . . . Q	53 34	24 00		
St. Gilbert	Prince West P.E.I	12 00	12 00		
St. Giles	Lotbinnere Q	148 34	72 00		
St. Godfroy	Bonaventure Q	99 05	36 00		
St. Gregoire	Kent . N.B	9 00	12 00		
St. Guillaume Station	Drummond Q	179 45	100 00		
Ste. Helene de Bagot	Bagot Q	246 72	100 00		
Ste. Helene de Chester	Arthabaska Q	91 30	44 00		
Ste. Helene de Kamouraska	Kamouraska Q	290 15	140 00	16 00	
St. Helen's	Huron, W.R. . . . . O	182 00	80 00		
Ste. Henedine	Dorchester Q	358 66	132 00		
St. Henri Station	Levis Q	281 00	120 00	2 00	
St. Hermas	Two Mountains . . Q	202 86	90 00	4 00	
St. Hermas Station	Two Mountains . . . Q	82 98	24 00		
St. Hermenegilde	Stanstead . . . Q	93 50	50 00	2 00	
St. Hilaire	Victoria . . .N.B	36 00	20 00		
St. Hilaire de Dorset	Beauce Q	12 96	12 00		
St. Hilaire du Lac St. Jean	Chicoutimi . . . Q	25 00	12 00		
St. Hilaire Village	Rouville Q	202 05	76 00		
St. Hippolyte de Kilkenny	Terrebonne . Q	107 60	48 00		
St. Honore	Beauce Q	353 26	126 00		
St. Hubert	Chambly & Vercheres. .Q	120 27	40 00		
St. Ignace	Kent . . . . . N.B	41 96	20 00		
St. Ignace de Loyola	Berthier . . Q	36 00	22 00		
St. Isidore	Gloucester . . N.B	56 96	20 00		
St. Isidore, Laprairie	Laprairie & Napierville Q	289 00	52 00		
St. Isidore Junction	Laprairie & Napierville Q	156 10	42 00		
St. Ives	Middlesex, E.R. O	18 00	16 00		
St. Jacques le Mineur	Laprairie & Napierville Q	136 00	60 00		
St. James	Selkirk M	53 00	24 00		
St. James' Park	Middlesex, S.R. O	571 00	200 00		
St. Janvier	Terrebonne Q	133 50	56 00		
St. Jean Baptiste	Kent . .N.B	122 25	44 00		
St. Jean Baptiste de Rouville	Rouville Q	181 37	70 00		
St. Jean Chrysostome, Levis	Levis Q	90 00	36 00		
St. Jean de Dieu	Temiscouata Q	248 94	90 00		
St. Jean de Matha	Joliette Q	119 50	80 00	24 00	
St. Jean des Piles	Champlain Q	80 46	30 00		
St. Jean l'Evangeliste	Bonaventure . . . . . Q	179 96	78 00	2 00	
St. Jean Port Joly Station	L'Islet Q	8 83	10 00		
St. Joachim de Montmorency	Montmorency Q	107 20	34 00		
St. Joachim de Shefford	Shefford Q	87 06	44 00		
St. Joachim, River Ruscom	Essex, N.R. O	175 02	70 00		
St. John's, West	Welland O	30 52	16 00		
St. Joseph	Gloucester . . N.B	40 56	14 00		
St. Joseph	Antigonishe. . N.S	56 94	28 00		
St. Joseph	Provencher M	31 92	20 00		
St. Joseph d'Alma	Chicoutimi Q	351 62	100 00	10 00	
St. Joseph de Kent	Kent . . N.B	6 00	12 00		
St. Joseph de Lepage	Rimouski Q	73 96	30 00		
St. Joseph de Levis	Levis Q	82 00	40 00		
St. Joseph de Mekinac	Champlain Q	12 00	12 00		
St. Joseph de Sorel	Richelieu Q	200 00	80 00		
St. Joseph du Lac	Two Mountains Q	75 80	36 00	1 34	

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Ste. Jovite Station	Terrebonne Q	66 50	33 00		
St. Jude	St. Hyacinthe Q	233 50	84 00		
Ste. Julie de Verchères	Chambly & Verchères Q	126 60	60 00		
Ste. Julie Station	Mégantic Q	188 48	84 00	4 00	
Ste. Justine de Newton	Vaudreuil Q	164 86	80 00	6 00	
Ste. Justine Station	Vaudreuil Q	130 25	80 00		
St. Lambert de Lévis	Levis Q	109 34	50 00	6 00	
St. Lambert, Montréal	Chambly & Verchères Q	317 54	130 00		
St. Laurent d'Orléans	Montmorency Q	114 00	50 00		
St. Lawrence	Frontenac O	25 02	12 00		
St. Lazare	Marquette M	41 12	16 00		
St. Lazare de Vaudreuil	Vaudreuil Q	146 92	60 00		
†St. Lazare Station	Vaudreuil Q	561 76	4 17		
St. Lazare de Bellechasse	Bellechasse Q	201 56	70 00		
St. Léon	Maskinonge Q	260 78	100 00		
St. Leon	Lisgar M	83 62	40 00		
St. Léonard de Chicoutimi	Chicoutimi Q	9 00	12 00		
St. Léonard de Port Maurice	Laval Q	39 00	20 00		
St. Léonard de Portneuf	Portneuf Q	50 00	20 00		
St. Leonard Station	Victoria N.B	195 56	36 00	4 00	
St. Liboire	Bagot Q	312 38	120 00		
St. Lignori	Montcalm Q	89 00	40 00		
St. Louis	Prince West P.E.I	81 00	48 00	10 00	
St. Louis	Sask	46 66	24 00		
St. Louis de Beance	Beance Q	47 00	20 00		
St. Louis de Bonsecours	Richelieu Q	57 00	36 00		
St. Louis de Ha Ha	Temiscouata Q	134 20	84 00		
St. Louis de Ha Ha Station	Temiscouata Q	61 00	36 00		
Ste. Louise	L'Islet Q	335 45	110 00		
St. Louis Station	Beauharnois Q	72 00	20 00		
St. Luc	St. John's & Iberville Q	62 00	32 00		
St. Luc de Matane	Rimouski Q	70 54	28 00		
Ste. Luce	Rimouski Q	115 93	64 00		18 00
Ste. Luce Station	Rimouski Q	253 89	110 00		18 00
Ste. Lucie de Doncaster	Terrebonne Q	93 92	40 00	4 00	
St. Ludger	Beance Q	147 00	42 00		
Ste. Madeleine	St. Hyacinthe Q	219 00	68 00		
St. Magloire	Bellechasse Q	215 05	96 00		12 00
*St. Majorique	Drummond & Arthaska Q	29 00	7 12		
St. Malachie	Dorchester Q	183 86	80 00	24 00	
St. Malo	Compton Q	152 50	60 00		
St. Malo	Provencher M	119 20	46 00	4 00	
St. Malo Station	Compton Q	46 98	24 00		
St. Marc	Chambly & Verchères Q	207 59	110 00		
St. Marcel de L'Islet	L'Islet Q	67 00	22 00		
St. Marcel de Richelieu	Bagot Q	100 50	47 00		
St. Margaret's	King's P.E.I	46 13	20 00		
Ste. Marguerite de Dorchester	Dorchester Q	334 60	146 00		
Ste. Marguerite Station	Terrebonne Q	81 50	20 00		
Ste. Marie de Blandford	Nicolet Q	70 00	36 00		
Ste. Marie de Charlevoix	Charlevoix Q	6 00	12 00		
Ste. Marie Salomee	Montcalm Q	53 00	24 00		
St. Marks	Macdonald M	13 98	12 00		
Ste. Marthe	Vaudreuil Q	205 76	87 00	4 00	
St. Martin	Laval Q	136 48	56 00		
St. Martin Junction	Laval Q	116 00	50 00	6 00	
St. Mary's	Assa. West	10 30	12 00		
St. Mary's River	Guysborough N.S	15 50	12 00		

*Opened 15-10-'00. † Opened 1-2-'01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.		Revenue.	Salary (Office [illegible] percentage [illegible])	Forward Allowance	Net Allowance
			$ cts.	$ cts.	$ cts.	$ cts.
St. Mary's Road	Queen's East	P.E.I.	5 00	12 00		
St. Matthias	Rouville	Q.	37 92	30 00		
St. Matthew	Rimouski	Q.	64 50	42 00		
St. Maure	Restigouche	N.B.	14 00	12 00		
St. Maurice	Champlain	Q.	187 02	90 00		
St. Maurice	Kent	N.B.	75 00			
St. Maurice Forges	Three Riv. & St. Maurice	Q.	14 00	12 00		
St. Maxime	Bagot	Q.	60 00	20 00		
St. Melanie	Joliette	Q.	110 88	60 00		
St. Michel de Napierville	Laprairie & Napierville	Q.	198 48	100 00	12 00	
St. Michel de Rougemont	Rouville	Q.	124 00	30 00		
St. Michel des Saints	Berthier	Q.	91 08	32 00		
St. Michel de Wentworth	Argenteuil	Q.	27 92	12 00		
St. Michel Station	Laprairie & Napierville	Q.	50 36	24 00		
St. Modeste	Temiscouata	Q.	92 96	32 00		
St. Moise	Rimouski	Q.	124 98	44 00		
St. Moise Station	Rimouski	Q.	264 94	76 00	20 00	
Ste. Monique des Deux Montagnes	Two Mountains	Q.	109 75	44 00		
St. Monique de Nicolet	Nicolet	Q.	284 32	136 00	2 00	12 00
St. Narcisse	Champlain	Q.	345 20	126 00		
St. Nazaire	Bagot	Q.	133 00	60 00		
St. Nazaire de Buckland	Dorchester	Q.	69 20	40 00		
St. Nérée	Bellechasse	Q.	128 90	56 00		
St. Nicholas	Levis	Q.	132 50	78 00	7 34	
St. Nicholas E	Levis	Q.	24 33	8 33		
St. Norbert	Berthier	Q.	256 09	70 00		
St. Norbert	Arthabaska	Q.	140 00	120 00	2 00	
St. Norbert	Kent	N.B.	36 00	12 00		
St. Norbert	Provencher	M.	149 50	60 00		
St. Odilon	Dorchester	Q.	156 08	60 00		
St. Olav	Hastings, N.R.	O.	113 96	56 00		
St. Onesime	Kamouraska	Q.	77 00	32 00		
St. Ouge	Russell	O.	128 44	60 00		
St. Owen	Selkirk	M.	95 70	36 00		
St. Ours Lock	Richelieu	Q.	84 00	36 00		
St. Pamphil	L'Islet	Q.	540 00	240 00		
St. Patrick	Simcoe, E.R.	O.	30 40	20 00		
St. Patrick	Temiscouata	Q.	60 00	56 00		
St. Patrick's Channel	Victoria	N.S.	2 00	12 00		4 00
St. Patrick's Road	King's	P.E.I.	12 00	12 00		
St. Paul	Jacques Cartier	Q.	335 00	150 00		
St. Paul de Chester	Arthabaska	Q.	327 10	180 00		
St. Paul de la Croix	Temiscouata	Q.	65 00	36 00		
St. Paul de Metis		Que.	11 50	10 00		
St. Paul d'Industrie	Joliette	Q.	56 50	32 00		
St. Paul du Buton	Montmagny	Q.	156 17	75 00		
St. Paulin	Maskinonge	Q.	183 84	120 00	20 00	
St. Paul l'Hermite	L'Assomption	Q.	108 00	58 00	8 00	12 00
St. Paul's	Kent	N.B.	16 00	12 00	2 00	
St. Paul's	Pictou	N.S.	33 00	18 00		
*St. Paul's Island	Victoria	N.S.	12 00	10 00		
St. Paul's Station	Perth, S.R.	O.	84 86	24 00	4 00	
Ste. Pepetue	Nicolet	Q.	144 50	60 00		
St. Philippe de Chester	Arthabaska	Q.	72 42	50 00		
St. Philippe de Laprairie	Laprairie & Napierville	Q.	172 00	84 00	50 00	
St. Philippe de Neri	Kamouraska	Q.	344 96	140 00		
St. Philomène	Châteauguay	Q.	137 40	60 00		
St. Philomene de Farnerville	Lotbinière	Q.	146 00	62 00		

* Summer office. † Opened 1-9-00. ‡ Opened as new office [illegible] year [illegible].

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Pie	Provencher ..... M	12 00	12 00	.....	.....
St. Pie de Guire	Yamaska ..... Q	122 84	56 00	.....	.....
St. Pierre	Kent ..... N B	24 00	12 00	.....	.....
St. Pierre Baptiste	Mégantic ..... Q	163 92	60 00	.....	.....
St. Pierre de Charlesbourg	Quebec ..... Q	36 50	20 00	.....	.....
St. Pierre de Wakefield	Wright ..... Q	40 80	12 00	.....	.....
St. Pierre d'Orleans	Montmorency ..... Q	40 48	20 00	6 00	.....
St. Placide	Two Mountains ..... Q	198 00	76 00	.....	.....
St. Polycarpe Junction	Soulanges ..... Q	86 75	30 00	.....	.....
St. Prime	Chicoutimi ..... Q	202 40	84 00	.....	18 00
St. Prosper	Champlain ..... Q	307 76	100 00	.....	.....
St. Prosper de Dorchester	Dorchester ..... Q	100 02	40 00	.....	.....
St. Raphael	Prince East ..... P.E.I	16 00	.....	.....	.....
St. Raphael East	Bellechasse ..... Q	364 11	140 00	36 00	.....
St. Raphael West	Glengarry ..... O	152 82	72 00	.....	.....
St. Rédempteur	Vaudreuil ..... Q	57 94	24 00	.....	.....
St. Régis	Huntingdon ..... Q	30 50	16 00	.....	.....
St. Remi d'Amherst	Labelle ..... Q	116 14	44 00	20 00	.....
St. Rémi de Tingwick	Arthabaska ..... Q	153 00	66 00	.....	.....
St. Robert	Richelieu ..... Q	120 00	48 00	.....	.....
St. Roch de Richelieu	Richelieu ..... Q	142 00	48 00	.....	.....
St. Roch des Aulnaies	L'Islet ..... Q	229 04	90 00	.....	.....
St. Roch l'Achigan	L'Assomption ..... Q	210 00	96 00	.....	.....
St. Romain	Compton ..... Q	147 75	70 00	.....	20 00
St. Rosaire	Arthabaska ..... Q	124 88	60 00	.....	.....
Ste. Rosalie	Bagot ..... Q	157 68	64 00	.....	.....
St. Rose	Inverness ..... N S	14 00	12 00	.....	.....
Ste. Rose de Lima	Wright ..... Q	164 00	56 00	10 00	.....
Ste. Rose de Watford	Dorchester ..... Q	75 66	24 00	2 00	.....
Ste. Rose du Degele	Temiscouata ..... Q	194 76	80 00	.....	.....
Ste. Rose du Lac	Macdonald ..... M	122 86	40 00	.....	.....
St. Rosette	Gloucester ..... N B	9 50	10 00	.....	.....
St. Sabine	St. John's & Iberville ..... Q	42 00	24 00	.....	.....
St. Samuel de Gayhurst	Bellechasse ..... Q	309 14	116 00	2 00	9 00
St. Samuel de Horton	Nicolet ..... Q	68 98	30 00	.....	.....
St. Sebastien	St. John's & Iberville ..... Q	211 08	100 00	2 00	12 00
St. Sebastien Station	Bellechasse ..... Q	62 50	10 00	.....	9 00
St. Severe	Three Riv. & St. Maurice ..... Q	146 00	70 00	.....	.....
St. Severin de Beauravage	Beauce ..... Q	103 00	40 00	.....	.....
St. Simeon	Charlevoix ..... Q	62 12	32 00	.....	10 00
St. Simon	Gloucester ..... N B	1 00	10 00	.....	.....
St. Simon de Rimouski	Rimouski ..... Q	333 87	120 00	.....	18 00
St. Simon de Yamaska	Bagot ..... Q	207 10	100 00	.....	.....
St. Sixte	Labelle ..... Q	52 50	24 00	.....	.....
Ste. Sophie de Lacotte	Terrebonne ..... Q	114 08	48 00	.....	.....
Ste. Sophie de Levard	Nicolet ..... Q	252 82	110 00	.....	.....
Ste. Sophie de Megantic	Mégantic ..... Q	126 95	50 00	.....	.....
St. Sulpice	L'Assomption ..... Q	58 00	20 00	.....	.....
St. Sylvère	Nicolet ..... Q	138 70	50 00	.....	.....
St. Sylvestre West	Lotbinière ..... Q	92 20	50 00	4 00	.....
St. Telesphore	Soulanges ..... Q	216 26	96 00	.....	.....
St. Teresa	Queens - East ..... P.E.I	33 92	18 00	.....	.....
Ste. Thecle	Champlain ..... Q	324 32	112 00	8 00	.....
Ste. Thecle Station	Champlain ..... Q	192 00	60 00	8 00	.....
St. Theodore	Montcalm ..... Q	97 00	40 00	.....	.....
St. Théodore d'Acton	Bagot ..... Q	207 51	96 00	.....	.....
*St. Theodore de Montmagny	Montmagny ..... Q	6 00	0 83	.....	.....
Ste. Theodosie	Chambly & Vercheres ..... Q	135 00	54 00	.....	.....

* Opened 1 6 '01. † Credit for new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on receipts of previous year).	Forwarding Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
St. Theophile	Beauce	Q 75 32	30 00		
St. Thomas	Carleton	N.B 7 50	10 00		
St. Thomas d'Aquin	St. Hyacinthe	Q 35 00	16 00	3 00	
St. Thomas de Joliette	Joliette	Q 150 00	56 00		
St. Thomas de Kent	Kent	N.B 20 00	12 00		
St. Thuribe	Portneuf	Q 104 50	40 00		
St. Timothee	Beauharnois	Q 175 80	87 00		
St. Timothy	Prince East	P.E.I 15 00	12 00		
St. Tite de Caps	Montmorency	Q 108 38	40 00		24 00
St. Urbain de Chateauguay	Chateauguay	Q 129 00	56 00		
St. Urbain de Charlevoix	Charlevoix	Q 126 00	50 00		18 00
Ste. Ursule	Maskinonge	Q 174 10	100 00		
St. Valentin	St. John's & Iberville	Q 159 90	60 00	20 00	
St. Valere de Bulstrode	Arthabaska	Q 141 54	70 00		
St. Valerien	Shefford	Q 202 64	126 00		
St. Valerien de Rimouski	Rimouski	Q 83 00	30 00		
St. Vallier Station	Bellechasse	Q 109 86	44 00		
Ste. Veronique	Labelle	Q 31 20	12 00		
Ste. Victoire	Richelieu	Q 110 00	48 00		
St. Victor Station	Beauce	Q 86 68	28 00		12 00
St. Vital	Provencher	M 25 90	16 00		
St. Vital East	Provencher	M 2 50	10 00		
St. Wenceslas	Nicolet	Q 304 99	100 00		
St. Yvon	Gaspe	Q 55 98	20 00		
St. Zacharie	Beauce	Q 159 82	60 00		
St. Zenon	Berthier	Q 67 00	16 00		
St. Zephirin	Yamaska	Q 281 50	112 00	6 00	
St. Zotique	Soulanges	Q 68 72	10 00		
Sable	Middlesex, N. R.	O 92 10	10 00		
Sable River	Shelburne & Queen's	N.S 148 20	64 00	16 00	
Sable River, West	Shelburne & Queen's	N.S 31 18	10 00		
Sabrevois	St. John's & Iberville	Q 189 00	70 00		
Sacre Cœur de Marie	Megantic	Q 105 20	44 00		
Saddle Lake		Alta 46 70	20 00		
Sadowa	Victoria, N.R	O 20 00	12 00		
Sahamation	Muskoka & Parry Sd	O 2 00	12 00		
Sailor's Hope	King's	P.E.I 13 98	12 00		
Sainfield	Ontario, S.R	O 108 30	64 00		
Saints Anges	Beauce	Q 141 45	36 00		
Sainsbury	Mid'lesex, N.R	O 12 00	12 00		
Salem	Wellington, C.R	O 228 31	100 00		
Salem	Albert	N.B 7 00	12 00		
Salem	Cumberland	N.S 24 10	12 00	2 00	
Salem	Yarmouth	N.S 82 00	62 00		
Salem Road	Cape Breton	N.S 21 34	12 00		
Salford	Norfolk, N.R	O 110 50	56 00		
Salina	King's	N.B 13 00	12 00		
Salisbury	Beauce, N.R	O 25 25	20 00		
Salkeld	Charlotte	N.B 14 00	12 00		
Salmo	Yale & Cariboo	B.C 172 55	108 00		
Salmon Bay	Saguenay	Q 11 00	12 00		
Salmon Beach	Gloucester	N.B 13 00	12 00		
Salmon Creek	Sunbury & Queen's	N.B 19 00	16 00		
Salmondale	Sunbury & Queen's	N.B 11 15	12 00		
Salmonhurst	Victoria	N.B 48 02	24 00	4 00	
Salmon Point	Prince Edward	O 26 58	18 00		
Salmon River	St. John	N.B 39 96	24 00		
Salmon River	Cape Breton	N.S 17 98	12 00		
Salmon River Lake	Guysborough	N.S 20 13	12 00		

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Saltford	Huron, W.R. O	166 00	56 00		
Saltoun	Assa. East	162 49	48 00		
Salt Springs	King's N.B	30 20	12 00		
Salt Springs	Pictou N.S	101 00	52 00	6 00	
Salt Springs	Antigonishe N.S	17 00	12 00	8 00	
Salt Springs Station	Cumberland N.S	56 68	28 00		
Sambro	Halifax N.S	123 96	36 00		
Sanborn	Wolfe Q	31 94	20 00		
Sancte Andrea	Assa. East	6 50	16 00	2 00	
Sand Bay	Leeds, S. R. O	34 00	24 00		
Sand Beach	Yarmouth N.S	11 10	12 00		
Sandfield	Algoma O	61 86	40 00		
Sandford	Ontario, N.R. O	143 50	44 00		
Sandford	Yarmouth N.S	46 00	24 00		
Sandhill	Peel O	279 80	124 00		
Sand Hill	Compton Q	25 00	12 00		
Sandhurst	Lennox O	95 09	44 00		
Sand Lake	Muskoka & Parry Sd O	28 00	16 00		
Sandown	Prescott O	15 00	16 00		
Sand Point	Guysborough N.S	31 73	16 00		
Sand Point Road	St. John N.B	4 00	10 00		
Sandringham	Cornwall & Stormont O	109 00	52 00		
Sand River	Cumberland N.S	116 13	50 00		
Sandwick	Vancouver B.C	147 66	60 00		
Sandy Beach Centre	Gaspe Q	114 00	40 00		
Sandy Bay	Macdonald M	14 00	10 00		
Sandy Point	Shelburne & Queen's N.S	141 46	50 00		
Sangster	Addington O	12 13	12 00		
Sapton	Selkirk M	38 18	20 00		
Saraguayville	Jacques Cartier Q	45 72	16 00		
Sarepta	Huron, S.R O	95 00	36 00		
Sargent	Northumberland N.B	3 00	12 00		
Sarginson	Hastings, N.R O	18 00	12 00		
*Saron	Alta	8 00	1 00		
Sarsfield	Russell O	146 50	60 00		
Sartell	King's N.B	12 98	12 00		
Sarty's	Lunenburg N.S	6 48	10 00		
Saskatchewan Landing	Assa. West	27 62	16 00		
Saturna	Vancouver B.C	69 74	36 00		
Sauble Falls	Bruce, N.R O	49 04	30 00		
Saulnierville	Digby N.S	256 21	84 00		
Saulnierville Station	Digby N.S	28 00	12 00		
Sault à la Puce	Montmorency Q	30 00	16 00		
Saurin	Simcoe, N.R O	49 80	20 00		
Savage Harbour	King's P.E.I	9 00	12 00		
Savage's Mills	Shefford Q	60 00	28 00		
Savanne	Algoma O	592 80	260 00		25 72
Savona	Yale & Cariboo B.C	211 07	100 00		20 00
Savoy	Northumberland N.B	8 98	12 00		
†Sawbill	Algoma O	156 00	93 38		
Sayabec	Rimouski Q	229 70	10 00		
Sayabec Station	Rimouski Q	300 37	110 00	2 00	18 00
Scadone	Westmoreland N.B	17 00	12 00		
Scandinavia	Marquette M	28 50	12 00		
Scarborough Junction	York, E.R. O	144 50	60 00		
Scarsdale	Lunenburg N.S	42 00	20 00		
Scatarie Island	Cape Breton N.S	19 96	16 00		
Science Hill	Perth, S.R. O	39 64	22 00		

* Opened 1-6-01. † Closed 20-4-'01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Scotch Bay	Selkirk, M	17 12	12 00	...	
Scotch Block	Halton, O	51 00	24 00	...	
Scotch Corners	Lanark, S.R. O	5 00	16 00		
Scotchfort	Queen's East, P.E.I	6 00	12 00	...	
Scotch Hill	Inverness, N.S	*6 00		...	
Scotch Lake	York, N.B	14 30	12 00	...	
Scotch Lake	Cape Breton, N.S	14 20	12 00		
Scotch Line	Lanark, S.R. O	39 94	24 00		
Scotch Ridge	Charlotte, N.B	14 25	12 00	...	
Scotch Road	Argenteuil, Q	40 00	18 00		
Scotch Settlement	Westmoreland, N.B	17 00	12 00	...	
Scotch Town	Sunbury & Queen's, N.B	22 50	16 00	...	
Scotch Village	Hants, N.S	164 18	70 00	...	
Scotch Wesdon	Compton, Q	26 00	10 00	...	...
Scosta	Muskoka & Parry Sd, O	85 46	48 00	...	
Scotsburn	Pictou, N.S	22 41	16 00		
Scotsburn Station	Pictou, N.S	315 66	90 00	48 00	
Scottsville	Inverness, N.S	52 00	28 00	2 00	6 00
Scott's Bay	King's, N.S	89 46	40 00	...	
Scott's Bay Road	King's, N.S	18 25	12 00	...	
Scottsmore	Missisquoi, Q	29 96	26 00		
Scottsville	Middlesex, S.R. O	39 72	20 00		
Scribner	King's, N.B	7 00	12 00		
Scugog	Ontario, S.R. O	42 26	20 00		
Sea Cow Head	Prince East, P.E.I	22 46	12 00		
Sea Cow Pond	Prince West, P.E.I	12 02	12 00		
Sea Dog Cove	King's, N.B	4 00	12 00		
Seaboam	Pictou, N.S	16 00	16 00		
Seaforth	Halifax, N.S	61 00	28 00		
Seagrave	Ontario, S.R. O	221 80	90 00		
Sea Gull	Algoma, O	31 24	10 00		
Seal Cove	Charlotte, N.B	146 00	50 00		
Seal Cove	Gaspé, Q	65 44	24 00		12 00
Seal Harbour	Guysborough, N.S	33 25	12 00		
Seamo	Selkirk, M	64 00	36 00	10 00	
Searletown	Prince East, P.E.I	37 98	20 00		
Sea Side	Restigouche, N.B	95 00	24 00		
Seaside	Inverness, N.S	13 00	16 00		10 00
Seaview	Richmond, N.S	13 00	12 00		
Sea View	Queen's West, P.E.I	75 98	30 00		
Seebright	Ontario, N.R. O	154 25	64 00	4 00	
Seechelt	Burrard, B.C	45 56	50 00		
Seckerton	Lambton, W.R. O	75 00	40 00		
Second Falls	Charlotte, N.B	31 36	16 00		
Second Peninsula	Lunenburg, N.S	7 00	12 00		
Second Westcock	Westmoreland, N.B	11 96	12 00		
Secretin	Marquette, M	12 00	16 00		
Seeds	Muskoka & Parry Sd, O	11 12	12 00		
Seeley's Cove	Charlotte, N.B	18 50	16 00		
Seffernsville	Lunenburg, N.S	11 00	16 00		
Selby	Lennox, O	143 70	72 00		
Selkirk	Marquette, M	57 58	20 00	4 00	
Selwick Road	Queen's East, P.E.I	9 00	12 00		
Senneville	Bonaventure, Q	34 50	16 00		
Senoah	Hants, N.S	132 96	60 00		
Seotton	Elgin, W.R. O	125 50	50 00		
Sequoia	Restigouche, N.B	17 00	12 00		
Serbwood	Hants, N.S	29 00	9 50		

*Credit for new office not yet opened. †Closed 12 7 00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Selwyn	Peterborough, W.R.	O 23 00	26 00		
Semiwagan Ridge	Northumberland	N.B 7 00	12 00		
Seven Islands	Saguenay	Q 53 50	20 00		
Seven Mile Ridge	Restigouche	N.B 3 00	10 00		
Sevogle	Northumberland	N.B 12 00	12 00		
Sewell	Macdonald	M 182 03	54 00		
Shad Bay	Halifax	N.S 14 00	12 00	4 00	
Shadeland	Lisgar	M 25 00	20 00		
Shady Nook	Renfrew, N.R.	O 11 07	16 00		
Shag Harbour	Shelburne & Queens	N.S 98 00	28 00		
Shamrock	Renfrew, S.R.	O 62 23	30 00	4 00	
Shamrock	Prince Edward	P.E.I 17 00	12 00		
Shanick	Hastings, N.R.	O 21 88	10 00		
Shanklin	St. John	N.B 60 00	24 00		
Shanly	Grenville, S.R.	O 140 00	60 00		
Shannon	Sunbury & Queens	N.B 53 00	24 00		
Shannon Hall	Muskoka & Parry Sd	O 11 00	12 00		
Shannonvale	Restigouche	N.B 13 00	12 00		
Shanty Bay	Simcoe, E.R.	O 164 08	80 00	4 00	
Sharp	Kings	N.B 12 00	12 00		
Sharpton	Frontenac	O 9 94	12 00		
Shawbridge	Terrebonne	Q 152 00	87 00	8 00	
Shaw Brook	Westmoreland	N.B	10 00		
Shawenegan	Three Rivers & St. Maurice	Q 477 59	300 00	56 31	
Shawnigan Lake	Vancouver	B.C 150 44	73 00		
Sheba	Sunbury & Queens	N.B 14 00	12 00		
Shebeshekong	Muskoka & Parry Sd	O 19 00	12 00		
Shediac Bridge	Westmoreland	N.B 95 00	36 00		
Shediac River	Westmoreland	N.B 2 00	10 00		
Shediac Road	Westmoreland	N.B 15 96	12 00		
Sheedy	Renfrew, S.R.	O 6 00	7 00		
Sheenborough	Pontiac	Q 164 97	64 00	6 00	
Sheffield	Wentworth N. & Brant	O 223 83	108 00		
Sheffield Academy	Sunbury & Queens	N.B 73 00	40 00		
Sheffield Mills	Kings	N.S 166 55	60 00		
Sheffington	Stafford	Q 24 00	16 00		
Shefford Mountain	Shefford	Q 16 00	16 00		
Shefford Vale	Stafford	Q 15 00	12 00		
Shegandah	Algoma	O 230 07	104 00	4 00	
Sheho	Assa. East	45 20	24 00		
Sheila	Gloucester	N.B 246 00	60 00		
Sheldon	Cardwell	O 68 00	36 00	2 00	
Sheldrake	Saguenay	Q 15 11	16 00		
Shell Brook		Sask 24 05	16 00		
Shellmouth	Marquette	M 133 44	65 00	4 00	
Shenstone	Albert	N.B 11 98	12 00		
Shepody Road	Kings	N.B 4 00	10 00		
Sheppardton	Huron, W.R.	O 40 00	20 00		
Sheppardville	Brandon	M 26 88	20 00		
Sheridan	Halton	O 224 90	100 00		
Sherkston	Welland	O 297 24	120 00		
Sherlock	Kings	N.B 4 50	10 00		
Sherman Road	Albert	N.B 4 50	10 00		
Sherrington	Laprairie & Napierville	Q 238 13	88 00		
Sherwood	York, W.R.	O 33 00	20 00		
Sherwood Spring	Brockville	O 56 40	14 00		
Shetland	Middlesex, W.R.	O 146 96	80 00		
Shipman	Beauce	Q 132 66	70 00		18 00

Closed 1-2-01.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary based on revenue of previous year.	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Shiloh	Wellington, S.R. O	24 20	16 00		
Shilson	Brandon M	11 00	12 00		
Shimmeocas Bridge	Cumberland N.S	63 50	30 00		
Shinnickbeam	Northumberland N.B	12 00	12 00		
Shipclay	Selkirk M	28 62	10 00		
Ship Harbour	Halifax N.S	189 14	64 00		
Ship Harbour Lake	Halifax N.S	28 40	16 00	10 00	
Shipley	Middlesex, N.R O	85 00	20 00		
Shirley	Wellington, N.R O	27 00	16 00		
Shippegan Island	Gloucester N.B	27 00	12 00		
Shirley	Ontario, S.R. O	9 00	12 00		
Shirley	Vancouver B.C	26 13	20 00		
Shirley Settlement	Sunbury & Queen's N.B	4 00	10 00		
Shogamoc	York N.B	39 94	16 00		
Shopland	Vancouver B.C	93 88	60 00		
Short Beach	Yarmouth N.S	14 20	12 00		
Shorthouse	Sunbury & Queens N.B	12 00	12 00		
Shortwood	New Westminster B.C	25 30	24 00		
Shoreline	Grey, N.R O	19 00	12 00		
Shrewsbury	Argenteuil Q	61 60	20 00	2 00	
Shrigley	Grey E.R O	80 00	32 00		
Shrimland	Brandon M	5 96	12 00		
Shubie	Cumberland N.S	142 46	70 00		
Shubenacadie	Cape Breton N.S	32 31	16 00	2 00	
Shuswap	Yale & Cariboo B.C	90 00	52 00		12 00
Sicamous	Yale & Cariboo B.C	193 25	90 00		
Sidley	Yale & Cariboo B.C	392 69	145 00		
Sidney	Vancouver B.C	267 00	100 00		
Sidney Crossing	Hastings, W.R O	16 99	36 00		
Sifton	Marquette M	177 74	60 00		
Silanus	Selkirk M	7 25	10 00		
Sugar Point	Inverness N.S	11 00	12 00		
Silcox	Grey, N.R O	28 10	12 00		
Silery	Quebec Q	104 12	16 00		
Silery Cove	Quebec Q	41 25	22 50		
Silliker's	Northumberland N.B	20 00	6 67		
Silverville	Lennox O	27 00	20 00		
Simcoe	Ontario, W.R O	19 91	24 00		
Simon	Assa. W.	25 03	16 00		
Silver Beach	Victoria N.B	12 88	12 00		
Silver Creek	Marquette M	17 00	20 00		
Silverdale	Lincoln & Niagara O	23 96	16 00		
Silverdale	New Westminster B.C	53 00	40 00		
Silverdale Station	Lincoln & Niagara O	52 50	10 00		
Silver Hill	Norfolk, S.R O	108 00	40 00		
Silver Lake	Victoria, N.R O	12 00	12 00		
Silver Plains	Provencher M	64 07	10 00		
Silverstone	Victoria N.B	96 24	36 00		
Silver Water	Algoma O	79 35	50 00	2 00	
Simard	Chicoutimi Q	32 91	12 00		
Simcoe	Wright O	157 00	16 00		
Simcoe	Brandon M	24 00	12 00		
Simcoe	Yale & Cariboo B.C	24 80	20 00		
*Simcoe Station	Brandon M	60 04	8 00		
Simcoeville	Wentworth, S.R. O	10 00	20 00		
Sim	Hastings, N.R O	77 00	32 00	1 00	
Simpkin	Leeds, S.R O	174 82	60 00		
Simsit's Road	King's P.E.I.	14 01	12 00		

*Opened 1-2-00. †Opened 1-11-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year.*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Sirdar	Yale & Cariboo..... B.C	167 44	20 00	.....	.....
Sissiboo Falls	Digby ..... N.S	101 16	30 00	.....	.....
Sisson Ridge	Victoria ..... N.B	27 20	20 00	.....	.....
Six Mile Brook	Pictou ..... N.S	25 45	16 00	.....	.....
*Six Mile Road	Cumberland ..... N.S	14 00	13 34	.....	.....
Six Nations	Haldimand & Monck .. O	22 32	10 00	.....	.....
Six Portages	Wright ..... Q	47 48	27 00	.....	.....
Six Roads	Gloucester ..... N.B	42 00	16 00	2 00	.....
Sixteen Island Lake	Argenteuil ..... Q	114 00	40 00	.....	.....
Skalhelt	Macdonald ..... M	13 00	12 60	.....	.....
‡Skibo	Algoma ..... O	19 83	8 33	.....	.....
§Skibbereen	..... Assa. West	42 38	8 00	.....	.....
Skidegate	Burrard ..... B.C	52 70	30 00	.....	.....
Skinner's Pond	Prince West ..... P.E.I	22 10	12 00	.....	.....
Skipness	Bruce, N.R. ..... O	17 96	12 00	.....	.....
Skir Dhu	Victoria. ..... N.S	18 50	12 00	.....	3 00
‖Skull Creek	..... Assa. West	31 14	8 64	.....	.....
Skye	Glengarry ..... O	44 14	16 00	.....	.....
Sky Glen	Inverness ..... N.S	15 00	16 00	.....	6 00
Sky Mountain	Inverness ..... N.S	24 00	12 00	.....	.....
Slate River Valley	Algoma ..... O	31 00	12 00	.....	.....
Slatington	Richmond ..... Q	32 00	32 00	.....	.....
Sleswick	Cardwell ..... O	19 85	20 00	.....	.....
Sloean Junction	Yale & Cariboo ..... B.C	95 69	24 00	.....	.....
Slugget	Vancouver ..... B.C	21 45	20 00	.....	.....
Sluice Point	Yarmouth ..... N.S	28 00	12 00	.....	.....
Smithdale	Simcoe, N.R. ..... O	61 86	24 00	.....	.....
Smithfield	Northumberland.. E.R.O	176 94	70 00	.....	.....
Smithfield	Guysborough ..... N.S	28 00	16 00	.....	6 00
Smiths	Westmoreland ..... N.B	186 00	60 00	.....	.....
Smith's Corner	Kent ..... N.B	19 00	16 00	.....	.....
Smith's Corners	Pontiac ..... Q	10 00	10 00	.....	.....
Smith's Cove	Digby ..... N.S	182 45	70 00	.....	.....
Smith's Creek	Kings ..... N.B	15 96	12 00	.....	.....
Smith's Mills	Stanstead ..... Q	200 90	90 06	6 00	.....
Smith Town	Kings ..... N.B	9 25	12 00	.....	.....
Smithsville	Shelburne & Queen's N.S	39 98	20 00	.....	.....
Smoky Falls	Nipissing ..... O	76 00	30 00	.....	.....
Snake Creek	Marquette ..... M	44 00	12 00	.....	.....
Snake River	Renfrew, N.R. ..... O	70 28	50 00	.....	.....
Snelgrove	Peel ..... O	91 02	44 00	10 00	.....
Snider Mountain	Kings ..... N.B	14 96	12 00	2 00	.....
Snider's Corners	Halton ..... O	84 00	30 00	.....	.....
Snow Flake	Lisgar ..... M	276 97	96 00	.....	.....
Snow Road Station	Addington ..... O	91 04	52 00	.....	.....
÷Snowville	Algoma ..... O	23 49	3 33	.....	.....
Snyder	Welland ..... O	95 93	48 00	.....	.....
Soapstone Mine	Inverness ..... N.S	12 50	12 00	.....	.....
Sober Island	Halifax ..... N.S	28 35	20 00	.....	8 00
Solheima	..... Alta	*10 00	.....	.....	.....
Solsher's Cove	Richmond ..... N.S	28 00	16 00	.....	.....
Solina	Durham, W.R. ..... O	103 25	73 00	.....	.....
Solinesville	Prince Edward ..... O	94 98	60 00	.....	.....
Solway	Bruce, E.R. ..... O	60 00	20 00	.....	.....
Somenos	Vancouver ..... B.C	165 18	80 00	.....	.....
†Somers	York, N.R. ..... O	12 33	6 30	.....	.....
Somerville	Carleton ..... N.B	7 00	.....	.....	.....

*Closed 1-4-01. ‡ Opened 1-9-00. Opened 12-10-00. Opened 1-3-01. § Opened 1-11-00.
† Opened 13-8-00. closed 1-4-01. * Credit for new office not yet opened.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary based on revenue of preceding year.	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Semora	Guysborough, N.S	186 00	76 00		
Senyea	Ontario, N.R	210 20	84 00	6 00	
Seske	Vancouver, B.C	10 74	20 00		
†Sesperton	Leeds, S.R	46 00	14 67		
Sorrel Ridge	Charlotte, N.B	13 00	12 00		
Sourisford	Brandon, M	17 20	16 00		
Souris, West	King's, P.E.I	89 00	40 00		
South	Lunenburg, N.S	36 00	12 00		
Southampton	York, N.B	30 00	30 00		
South Augusta	Grenville, S.R	173 45	10 00		
South Bar of Sidney River	Cape Breton, N.S	50 00	24 00		
South Barnston	Stanstead, Q	54 50	24 00		
South Bay	Prince Edward, O	73 00	32 00	4 00	
South Bay	St. John, N.B	28 75	16 00		
South Bay	Victoria, N.S	137 88	48 00		12 00
South Bay Mouth	Algoma, O	49 00	20 00		
South Beach	Gaspe, Q	12 00	12 00		
South Belleville	Yarmouth, N.B	*6 00			
South Bolton	Brome, Q	114 10	40 00	*6 00	
South Branch	Colchester, N.S	40 18	20 00		
South Branch (Kent)	Kings, N.B	11 00	12 00		
South Branch of St. Nicholas River	Kent, N.B	105 00	36 00		
South Brook	Cumberland, N.S	19 50	12 00		
South Cayuga	Haldimand & Monck, O	160 06	72 00		
South Clones	Sunbury & Queen's, N.B	8 00	12 00		
Southcote	Wentworth, N.A Brant, O	28 00	16 00		
South Cove	Victoria, N.S	25 00	12 00		
South Dudswell	Wolfe, Q	53 00	24 00		
South Dummer	Peterborough, E.R, O		14 00		
South East Passage	Halifax, N.S	42 75	16 00		
South Ely	Shefford, Q	27 00	20 00		
South End	Welland, O	104 02	48 00		
South Esk	Northumberland, N.B	36 00	16 00		
South Gate	Middlesex, E.R, O	20 00	12 00		
South Gloucester	Russell, O	39 00	20 00	2 00	
South Gordonsville	Carleton, N.B	12 00	12 00		
South Gower	Grenville, N.R, O	79 00	24 00		
South Granby	Shefford, Q	14 50	12 00		
South Granville	Queen's West, P.E.I	17 50	12 00		
South Greenwood	King's, N.S	10 00	10 00		
South Gut of St. Ann's	Victoria, N.S	28 00	16 00	12 00	
South Ham	Wolfe, Q	154 00	72 00		
†Southampton	King's, P.E.I	6 50	12 00		
South Highlands	Inverness, N.S	9 50	12 00		
South Kildare	Prince West, P.E.I	11 00	12 00		
South Knowlesville	Carleton, N.B	22 00	16 00		
South Lake	Leeds, S.R, O	24 00	22 00		
South Lake	King's, P.E.I	9 00	12 00		
South Lancaster	Glengarry, O	189 00	90 00		
South Lochaber	Guysborough, N.S	33 00	24 00	2 00	1 00
South Maitland	Hants, N.S	276 00	120 00		12 00
South March	Carleton, O	150 00	70 00	50 00	
South McLellan's Mountain	Pictou, N.S	9 00	12 00		
South Melville	Prince East, P.E.I	11 58	12 00		
South Middleton	Norfolk, N.R, O	124 00	60 00		10 00
South Monaghan	Peterborough, W.R, O	130 01	40 00	6 00	
South Montrose	Guysborough, N.S	9 00	12 00		
South Nelson Road	Northumberland, N.B	15 00	12 00		

*Credit for new office not yet opened. † Less Mileage 8 Miles. ‡ Re-opened 1.8.00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
South Newbridge	Carleton.....N.B	8 00	12 00	...	...
South Ohio	Yarmouth.....N.S	110 00	90 00	6 00	...
Southport	Queen's East P.E.I	92 00	44 00	12 00	...
South Port Morien	Cape Breton.....N.S	22 98	12 00	...	...
South Ranges	Digby.....N.S	28 92	12 00	...	...
South Rawdon	Hants.....N.S	88 44	60 00	...	...
South Renous	Northumberland...N.B	11 98	12 00	...	...
South River	Gloucester.....N.B	45 00	24 00	...	...
South River Lake	Guysborough.....N.S	45 00	30 00	...	...
South Roxton	Shefford.....Q	193 56	90 00	...	...
South Salt Springs	Antigonishe.....N.S	6 00	12 00	...	...
South Side Basin of River Dennis	Inverness.....N.S	135 15	48 00	...	...
South Side of Baddeck River	Victoria.....N.S	26 00	12 00	...	...
South Side of Boulardarie	Victoria.....N.S	18 98	12 00	...	...
South Side of Whycocomagh Bay	Inverness.....N.S	12 98	12 00	...	...
South Stukeley	Shefford.....Q	221 00	96 00	...	...
South Tilley	Victoria.....N.B	22 10	12 00	...	...
South Uniacke	Hants.....N.S	53 50	53 00	...	...
South Vale	Colchester.....N.S	12 00	16 00	...	...
South Vancouver	Burrard.....B.C	106 26	40 00	...	...
South Victoria	Cumberland.....N.S	14 59	12 00	...	...
Southville	Digby.....N.S	12 96	12 00	...	...
South Wallace	Cumberland.....N.S	20 98	16 00	...	...
South Wellington	Vancouver.....B.C	226 50	60 00	...	...
South West	Prince West.....P.E.I	17 70	12 00	...	...
South-West Margaree	Inverness.....N.S	93 97	10 00	...	6 00
South-West Point	Gaspe.....Q	10 97	16 00	...	...
South West Port Hood	Inverness.....N.S	10 00	10 00	...	...
South West Port Mouton	Shelburne & Queen's N.S	15 00	10 00	...	...
South West Ridge	Inverness.....N.S	9 00	12 00	...	...
Southwold Station	Elgin, W.R.....O	237 50	80 00	...	...
South Zorra	Oxford, N.R.....O	47 74	20 00	...	...
Sowerby	Algoma.....O	117 50	40 00	3 00	...
Spallumcheen	Yale & Cariboo.....B.C	45 00	36 00	...	...
Spanish River	Nipissing.....O	206 94	112 00	...	...
Spanish River Station	Nipissing.....O	211 65	110 00	...	...
Spanish Ship Bay	Guysboro.....N.S	57 98	24 00	...	...
Sparrow Lake	Ontario, N.R.....O	68 50	30 00	...	...
Spa Springs	Annapolis.....N.S	45 00	28 00	...	...
Speedside	Wellington, S.R.....O	31 00	16 00	...	...
Speerville	Carleton.....N.B	6 00	10 00	...	...
Speight's Corner	Sunbury & Queen's. N.B	8 00	12 00	...	...
Spence	Muskoka & Parry Sd. O	79 12	28 00	4 00	...
Spence	Westmoreland.....N.B	12 00	12 00	...	...
Spencer's Island	Cumberland.....N.S	109 09	65 00	...	...
Speyside	Halton.....O	19 01	16 00	...	...
Spicer Mills	Elgin, E.R.....O	109 09	25 00	...	...
Spires	Wellington, C.R.....O	8 00	12 00	...	...
Spring Bank	Alta	50 52	24 00	...	...
Springbank	Middlesex, N.R.....O	97 94	44 00	...	...
Spring Bay	Algoma.....O	34 02	16 00	...	...
Springbrook	Dorchester.....Q	38 00	22 00	...	...
Springdale	Digby.....N.S	15 00	10 00	...	...
Springfield	Selkirk.....M	66 20	40 00	...	...
Springfield	York.....N.B	15 94	12 00	...	...
Springfield	Prince East.....P.E.I	24 60	16 00	...	...
Spring Haven	Yarmouth.....N.S	15 00	12 00	...	...
Spring Hill	Russell.....O	33 98	20 00	...	...
Spring Hill	Compton.....Q	102 00	72 00	2 00	...

APPENDIX D—*Continued.*

NON-ACCOUNTING POST OFFICES—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Spring Hill	York, N.B	17 91	24 00		
Springmount	Gray, N.R., Que	15 04	12 00		
Spring Road	Sherbrooke, Que	18 00	12 00		
Springtown	Renfrew, S.R., Ont	48 74	20 00		
Springvale	Norfolk, S.R., Ont	138 43	60 00		
Spring Valley	Brockville, Ont	203 55	126 00		
Spring Valley	Prince, P.E.I	18 00	12 00		
Springville	Peterborough, W.R., Ont	45 00	24 00		
Springville	Pictou, N.S	136 00	56 00		
Spruce Creek	Marquette, Man	14 00	16 00		
Spruce grove	Alta	14 91	20 00		
Spruce Lake	St. John, N.B	20 00	12 00		
Spruce Lake Station	St. John, N.B	2 00	10 00		
Spy	Bruce, N.R., Ont	125 83	67 00	4 00	
Spy Bay	Halifax, N.S	191 12	70 00	2 00	12 00
Spy Harbour	Halifax, N.S	70 00	12 00		8 00
Spuzzum	Yale & Cariboo, B.C	43 21	24 00		
Spy Hill	Assa. East	64 56	20 00		
Squamish	Burrard, B.C	69 14	30 00		
Stadacona	Quebec, Que	58 00	18 00		
Stadia	Perth, S.R., Ont	182 90	92 00		
Stafford	Renfrew, N.R., Ont	48 54	20 00		
Stagetown	Wright, Que	54 00	16 00		
Stake Road	Cumberland, N.S	28 50	28 00		
Stamford	Welland, Ont	200 68	110 00		
Stanbridge Station	Missisquoi, Que	357 79	96 00	140 00	
Standan	Lunenburg, N.S	11 00	16 00		
Standbury	Missisquoi, Que	19 00	12 00		
Standard	Prince, P.E.I	17 46	12 00		
Standoff	Alta	59 00	23 00		
Standon	Dorchester, Que	213 90	76 00	20 00	20 00
Standoque	Standard, Que	70 90	40 00		
Stanley	Queen's, P.E.I	20 01	12 00		
Stanley	Yale & Cariboo, B.C	159 12	50 00		
Stanley	Algoma, Ont	116 94	40 00		
Stanley	Cumberland, N.S	22 00	12 00		
Stanleyville	Missisquoi & Rouville, Que	15 00	16 00	4 00	
Stanley House	Muskoka & Parry Sd., Ont	82 16	30 00		
Stanley Section	Lunenburg, N.S	20 00	12 00		
Stanley's Corners	Carleton, Ont	64 00	24 00		
Stanley's Mills	Peel, Ont	36 54	16 00		
Stanstead Junction	Stanstead, Que	178 50	64 00	10 00	
Stanton	Simcoe, S.R., Ont	192 08	100 00		
Stanwood	Northumberland, E.R., Ont	89 81	32 00		
*Starwood's Beach	Yarmouth, N.S	16 00	10 00		
Stapleton	Carleton, Ont	102 30	50 00		
Staple's Brook	Colchester, N.S	12 00	12 00		
Star	Alta	134 15	48 00		
Starbuck	Selkirk, Man	183 57	70 00		
Starrville	Prescott, Ont	50 94	24 00		
Starr's	Sunbury & Queen's, N.B	18 00	20 00		
Starrs Corners	Prince, Que	69 94	20 00		
Starrville	Dorchester, W.E., Que	16 20	20 00		
Star Lake Head	Muskoka & Parry Sd., Ont		10 00		
Starr's Borough	Huntingdon, Que	10 00	16 00		
Starrs	Missisquoi & Rouville, Que	18 92	16 00		
Starrsville	Argenteuil, Que	52 96	42 00		
Starrs Mill Village	Kings, N.S	95 00	13 00		

* Summer office, opened 16 7 00. † Summer office. ‡ Late Vice Wynne.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Steele's Lake	Cape Breton N.S	6 50	10 00		
Steel's	Pontiac Q	16 00	12 00		
Steenburg	Hastings, N.R O	104 38	56 00		
Steep Creek	Sask	22 98	20 00		
Steep Creek	Guysborough N.S	15 16	12 00		
Steerford	Assa. West		10 00		
Steevescote	Albert N.B	9 00	12 00		
Steeve's Mountain	Westmoreland N.B	10 00	12 00		
Steeve's Settlement	Westmoreland N.B	15 98	12 00		
Stenson	Richmond & Wolfe Q	29 70	12 00		
Stephenfield	Lisgar M	21 00	16 00		
Stevenson	Kent O	205 10	90 00		
Stewart	Kent O	98 00	53 00		
Stewart Bay	Muskoka & Parry Sd O	9 18	16 00		
Stewartdale	Inverness N.S	16 00	12 00		
Stewarton	King's N.B	35 00	20 00		
Stewartville	Renfrew, S.R O	51 58	28 00		
Stewiacke Cross Roads	Colchester N.S	65 80	56 00	6 00	
Stickney	Carleton N.B	91 70	28 00		
Stiles Village	Westmoreland N.B	10 46	10 00		
Stillman	Pictou N.S	38 94	24 00		
Still Water	Guysborough N.S	81 46	30 00		10 00
Stirling	Richmond N.S	19 00	12 00		
Stirling	Alta	182 21	16 00		
*Stirling Brook	Hants N.S	34 00	3 86		
Stirling Falls	Muskoka & Parry Sd O	19 20	20 00		
Stobie Mine	Nipissing O	213 55	10 00		
Stockdale	Northumberland, E.R O	51 00	24 00		
Stockwell	Chateauguay Q	30 00	20 00	2 00	
Stoddarts	Annapolis N.S	57 98	24 00		
Stoke Centre	Richmond Q	103 00	64 00		
Stokes Bay	Bruce, N.R O	98 00	48 00	8 00	
Stoneham	Quebec Q	21 82	16 00	2 00	
Stonehaven	Gloucester N.B	96 00	44 00		
Stone House	Cumberland N.S	22 75	12 00		
Stonedegh	Ontario, N.R O	23 00	16 00		
Stone Quarry	Welland O	49 35	24 00		
Stone Ridge	York N.B	28 00	20 00		
Stony Beach	Assa. West	53 99	24 00		
Stony Creek	Albert N.B	11 95	12 00		
Stony Island	Shelburne & Queen's N.S	62 80	24 00		
‡Stony Lake	Peterborough, E.R O	110 00	36 00		
Stony Mountain	Selkirk M	265 00	130 00		
Stony Plain	Alta	68 44	16 00		
Stony Point	Essex, N.R O	85 50	44 00	20 00	
Stoneywood	Wellington, N.R O	43 67	10 00		
†Storie	Muskoka & Parry Sd O	13 50	3 75		
Stormont	Guysborough N.S	19 25	16 00		12 00
Stornoway	Compton Q	118 10	81 00	2 00	
Straffordville	Elgin, E.R O	269 92	92 00	2 00	13 50
Strange	York, N.R O	75 94	40 00		
Strasburg	Waterloo, S.R O	159 42	80 00		
Strassburg	Assa. West	26 95	20 00		
Stratford Centre	Richmond & Wolfe Q	134 16	48 00		
Strathadam	Northumberland N.B	17 90	12 00		
Strathavon	Grey, N.R O	90 00	48 00		
Strathburn	Middlesex, W.R O	114 90	56 00		
Strathcarrel	Assa. East	36 17	12 00		

* Opened 11 2 01. † Opened 15 2 01. ‡ Summer office.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Strathewen	Selkirk M	15 00	12 00		
Strathmore	Stormont O	28 94	16 00		
Strathmuir	Grey, E R O	17 98	12 00		
Strathtay	Renfrew, S.R O	31 00	16 00		
Stratton	Peterborough, E.R....O	54 00	16 00		
Street's Ridge	Cumberland N.S	19 39	12 00		
Streetsville	Halditmand & Monck O	91 88	42 00		
Strongach Mountain	Annapolis, N.S	33 00	28 00		
Strathcona	Provencher M	182 96	72 00		
Stubbs' Bay	Pontiac Q	122 45	60 00		
Sturgeon	Queen's East ..P.E.I	19 00	12 00		
Sturgeon Bay	Simcoe, E.R O	85 18	41 00		
* Sturgeon Point	Victoria, N. R. O		20 00		
Sucker Creek	Yale & Cariboo B.C	10 00	20 00		
Suffield	Shefford Q	45 00	24 00		
Suffolk Station	Queen's East P.E.I	9 00	12 00		
Sugar Loaf	Victoria N.S	19 88	12 00		
Summerberry	Assa. East	95 35	40 00		11 43
Summerfield	Carleton .....N.B	12 98	12 00		
Summerhill	Huron, S.R. O	23 26	20 00		
Summer Hill	Sunbury & Queen's N.B	26 50	20 00		
Summerlea	Jacques Cartier Q	6 00	16 00		
§ Summerside	Antigonish N.S	7 00	9 17		
Summerstown	Glengarry .....O	357 01	120 00		
Summerstown Station	Glengarry O	123 55	72 00	12 00	
Summerville	Peel .....O	161 56	96 00		
Summerville	King's P.E.I	35 00	12 00		
Summerville Centre	Shelburne & Queen's N.S	34 25	20 00		
Summit	Yale & Cariboo B.C	43 81	20 00		
Sumner	...Assa. East	54 20	24 00	12 00	
Sunbury	Frontenac O	98 94	50 00		
‡ Sunbury	New Westminster.. B.C	35 03	16 67		
Sundridge	Pictou N.S	15 96	16 00		
Sunnidale	Simcoe, N R O	33 46	18 00		
Sunnidale Corners	Simcoe, N.R.....O	90 05	40 00		
§ Sunny Bank	Gaspe Q	6 00	6 67		
Sunnybar	Pictou N.S	189 58	67 00	20 00	
Sunnymead	...Assa. East	28 20	16 00		
Sunnyside	Pontiac Q	115 00	30 00		
Sunnyside	King N.S	11 88	12 00		
Sunnyside	Restigouche ...N.B	14 00	12 00		
Sunstone	Huron, E.R. O	11 20	12 00		
Surette Island	Yarmouth N.S	101 00	24 00		
Surprise Valley	Assa. West	11 47	8 00		
Surrey	Albert N.B	293 67	136 00		
Surrey Centre	New Westminster ...B.C	60 00	30 00		
Sussex Corner	King's N.B	191 85	72 00		
Sussex Portage	King's N.B	11 00	12 00		
* Sutherland	Antigonish N.S	15 00	10 00		
Sutherland's River	Pictou N.S	27 94	12 00		
Sutlawan	Selkirk M	13 16	16 00		
Swan Creek	Sunbury & Queen's N.B	27 10	12 00		
Swansburg	Shelburne & Queen's N.S	15 00	12 00		
Swansea	York, W.R. O	494 80	120 00		
Swansea	Yale & Cariboo B.C	8 00	20 00		
Swansburg	Oxford, S.R. O	116 94	50 00		
Swanville	Kent .....N.B	21 00	12 00		

† Closed 31-5-01. ‡ Opened 1-9-00. Opened 1-11-00. * Opened 16-7-00. § Closed 1-8-00, reopened 1-11-00. • Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Sweet's Corners	Hants N.S	42 00	24 00		
Sweet's Corners	Leeds, S.R O	47 00	32 00		
Swindon	Muskoka & Parry Sd. O	13 00	16 00		
Swinton Park	Grey, E.R. O	78 85	44 00		
Switzerville	Lennox O	15 00	12 00		
Sydenham Place	Drummond Q	78 50	40 00		
Sydney Forks	Cape Breton N.S	17 25	16 00	4 00	
Sydney River	Cape Breton N.S	40 96	24 00		
Sykeston	Lambton, W.R. O	40 72	20 00		
Sylvan	Middlesex, N.R O	112 00	60 00		
Sylvan Valley	Algoma O	45 66	16 00		
* Sylvan Valley	Antigonishe N.S	11 00	7 36		
Sylvester	Pictou N.S	16 50	10 00		
Synton	Albert N.B	3 00	10 00		
Sypher's Cove	Sunbury & Queen's.. N.B	6 00	12 00		
TABUCINTAC	Northumberland N.B	109 92	44 00	2 00	
Tache, Station	Algoma O	39 25	40 00		16 00
Tagish Lake	Yukon District... N.W.T	53 06	†		
Taillon	Chicoutimi Q	11 00	12 00		
Talbotville Royal	Elgin, W.R O	123 25	50 00		
Tamarisk	Marquette M	86 70	40 00		
Tancook Island	Lunenburg N.S	65 90	20 00		
Tancred	Lambton, E.R O	21 94	16 00		
Tangier	Halifax N.S	356 33	130 00	32 00	
Tansley	Halton O	47 00	26 00		
Tantallon	Halifax N.S	79 00	28 00		
Tantallon	Assa. East	57 86	24 00		
Tapley's Mills	Carleton N.B	7 00	12 00		
Tapleytown	Wentworth, S.R. O	99 77	40 00		
Tarantum	Queen's East P.E.I	6 00	10 00		
Tarbert	Wellington, N.R O	32 44	18 00		
Tarbot	Victoria N.S	24 00	12 00		6 00
Tatamagouche Mountain	Colchester N.S	12 00	16 00		
Tatehurst	Chateauguay Q	62 98	24 00		
Tatlock	Lanark, N.R O	30 08	20 00		
Taunton	Ontario, S.R. O	67 90	30 00		
Taylor	Leeds, S.R O	37 00	20 00		
Taylor's Head	Halifax N.S	65 00	20 00		
Taylor Village	Westmoreland N.B	67 98	30 00		
Taylorville	Alta	23 10	10 60		
Tay Mills	York N.B	7 00	12 00		
Tay Settlement	York N.B	55 64	24 00		
Tayside	Cornwall & Stormont O	41 90	20 00		
Tecumseh	Essex, N.R. O	229 00	110 00	4 00	
Tecumseh	Norfolk, N.R. O	181 50	90 00		
Tehkummah	Algoma O	95 70	36 00	4 00	
Telfer	Middlesex, E.R. O	12 00	12 00		
Telegraph Creek	Burrard B.C	25 56	†		
Telford	Pictou N.S	10 00	12 00		
Temperance Vale	York N.B	52 50	24 00	2 00	
Temperanceville	York, N.R. O	146 00	60 00		
Temple	York N.B	44 00	24 00		
Tempo	Middlesex, S.R. O	50 29	28 00	3 00	
Tenby Bay	Algoma O	19 20	12 00		

* Open all 6 10 00 † Salary &c., entered in Auditor Generals Report.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Tenecape	Hants, N.S	59 62	14 00		
Ten Mile Creek	St. John, N.B	28 98	16 00		
Ten Mile House	Queen's, P.E.I	8 00	10 00		
Tennant's Cove	King's, N.B	9 98	12 00		
Terra-cotta	Lennox, S.R., O	29 00	12 00		
Terence Bay	Halifax, N.S	13 50	12 00		6 00
Terrapin	Bothwell, O	23 00	12 00		
Terra Cotta	Peel, O	61 69	28 00	3 00	
* Terra Nova	Simcoe, S.R., O	51 73	20 00		
Terra Nova	New Westminster, B.C	111 74	44 74		
Tessierville	Rimouski, Q	188 53	30 00		20 00
Testen	York, W.R., O	40 00	24 00		
Tetea Gauche River (North Side)	Gloucester, N.B	1 50	12 00		
Tetea Gauche River (South Side)	Gloucester, N.B	19 00	12 00		
Tetlock	Assa. East	36 05	15 00	6 00	
Teulon	Selkirk, M	263 33	10 00		
Teviotdale	Wellington, N.R., O	82 16	10 00		
Tewkesbury	Quebec, Q	10 00	12 00		
Texas River	York, N.B	13 98	12 00		
Thames Road	Perth, S.R., O	87 00	24 00		
Thanet	Hastings, N.R., O	19 06	16 00		
The Barony	York, N.B	19 98	16 00		
The Bluffs	King's, N.B	11 00	10 00		
The Falls	Colchester, N.S	54 79	16 00		
The Flats	Hastings, N.R., O	16 90	12 00		
The Gore	Middlesex, E.R., O	55 28	30 00		
The Grange	Cardwell, O	22 00	16 00		
The Grant	King's, N.B	9 00	10 00		
The Grove	Middlesex, E.R., O	36 00	16 00		
The Gully	Northumberland W.R., O	29 31	10 00		
The Hawk	Shelburne & Queens, N.S	31 97	20 00		
The Lake	Russell, O	61 00	12 00		
The Landing	Macdonald, M	105 00	10 00		
The Lodge	Inverness, N.S	12 42	12 00		
The Long Stretch	Inverness, N.S	12 00	12 00		
The Maples	Wellington, C.R., O	22 00	12 00		
The Narrows	Selkirk, M	19 73	20 00	3 00	
The Pas	Assa. East	47 80	32 00	2 66	
The Pas	Sask.	58 20	20 00		
The Pines	Lennox, O	7 00	12 00		
The Pinnes, West Bay	Richmond, N.S	84 00	27 00		6 00
The Range	Sunbury & Queens, N.B	56 00	20 00		
* The Scratch	Gloucester, N.B	20 00	7 50		
The Ridge	Hastings, N.R., O	16 24	24 00		
The Shed	Algoma, O	14 00	12 00		
The Willows	Northumberland, N.B	14 50	14 00		
Thingvalla	Assa. East	25 00	20 00		
Thistle	Grey, S.R., O	10 80	10 00		
Thomond	King's, N.B	5 00	12 00		
Thompson	Algoma, O	148 00	58 00		
Thomson's Landing	York & Carleton, N.B	116 00	50 00		
Thompson's Station	Cumberland, N.S	161 69	76 00	6 00	
Thomasonville	Simcoe, S.R., O	72 40	40 00		
Thorndyke	Kings, N.B	8 00	12 00		
Thornby	Durham, O	16 50	24 00		
Thorn Corner	Durham, O	7 98	8 00		
Thorndale	Elgin, O	25 00	8 00		
Thorndene	Queen's East, P.E.I	10 00	6 00		

* Closed to 7 00, re-opened 1 V. 8 00. † Opened 1 July.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Thorne's Cove	Annapolis ... N.S	244 32	90 00		
Thorntown	Sunbury & Queen's ... N.B	18 00	8 00		
Thornyhurst	Bothwell ... O	27 00	16 00		
Thorpe	Lennox ... O	25 00	16 00		
Three Brooks	Victoria ... N.B	55 00	24 00	2 00	
Three Brooks	Pictou ... N.S	13 00	12 00		
Three Lakes	Beauce ... Q	41 68	27 00		
Three Mile Plains	Hants ... N.S	75 86	10 00		
Three Tree Creek	Sunbury & Queen's ... N.B	38 98	16 00		
Throgmorton	Grenville, S.R. ... O	6 98	14 00		
Thunder Hill	Marquette ... M	16 50	10 00		
Thunder Hill	Yale & Cariboo ... B.C	19 20	20 00		
Thunder River	Saguenay ... Q	37 70	24 00		
Thurlow	Burrard ... B.C	98 80	80 00	11 50	
Tichborne	Addington ... O	136 46	56 00		
Tiddville	Digby ... N.S	32 00	20 00		
Tidnish Bridge	Westmoreland ... N.B	92 98	36 00		
Tiefengrund	Sask	41 48	10 00		
Tikenabe	Chicoutimi ... Q	66 00	24 00	16 00	
Tilley	Victoria ... N.B	20 00	12 00		
Tilley	Leeds, S.R. ... O	33 00	16 00		
Tilley Road	Gloucester ... N.B	12 60	12 00		
Tindastoll	Alta	63 04	20 00		
Tintern	Lincoln & Niagara ... O	56 50	24 00		12 00
Tioga	Simcoe, S.R. ... O	153 44	70 00		
Tiree	Assa. East	6 00	12 00		
Titus Station	Richmond ... Q	29 88	20 00		
Tjuasville	King's ... N.B	53 00	24 00	4 00	
Tobermory	Bruce, N.R. ... O	122 08	48 00		
Tobique Narrows	Victoria ... N.B	10 00	10 00		
Tobique River	Victoria ... N.B	25 00	16 00		
Todmorden	York, E.R. ... O	149 60	48 00		
Tofield	Alta	25 06	12 00		
Tolsta	Compton ... Q	18 00	12 00		
Toney Mills	Pictou ... N.S	41 00	16 00		
Toney River	Pictou ... N.S	11 60	16 00		
Tooleton	Kent ... N.B	67 00	20 00		
Topping	Perth, N.R. ... O	22 00	20 00		
Torbay	Guysborough ... N.S	90 98	40 00		
Torbrook	Annapolis ... N.S	64 00	20 00		
Torbrook East	Annapolis ... N.S	72 00	20 00		
Torbrook Mines	Annapolis ... N.S	130 00	73 00		
Tornore	York, W.R. ... O	20 00	20 00		
Torrance	Simcoe, E.R. ... O	74 92	28 00		
Totonka	Marquette ... M	15 30	16 00		
Touchwood Hills	Assa. East	38 00	24 00		
Tourelle	Gaspe ... Q	31 20	16 00		
Tower Hill	Charlotte ... N.B	30 50	16 00		
Town Plot	King's ... N.S	90 00	40 00		
Townsend Centre	Norfolk, N.R. ... O	72 96	24 00		
Toys Hill	Dundas ... O	17 98	16 00		
Tracadie	Antigonishe ... N.S	14 25	60 00	2 00	
Tracadie Cross	Queen's East ... P.E.I	14 00	16 00	2 00	
Tracadie Road	Guysborough ... N.S		10 00		
Tracey Mills	Carleton ... N.B	51 00	30 00		
Tracey Station	Sunbury & Queen's ... N.B	180 75	76 00	4 00	
Traceyville	Sunbury & Queen's ... N.B	6 00	12 00		
Trafalgar	Halton ... O	130 46	56 00	10 00	

Late Long Beach.

SESSIONAL PAPER No. 24

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office	Electoral District	Revenue	Salary based on revenue of previous year.	Forward Allowance	Night Allowance
		$ cts	$ cts	$ cts	$ cts
Trafalgar	Guysborough N S	13 00	12 00		
Trafford	Addington O	14 00	16 00		
Trafo	Wellington, C.R O	26 76	20 00		
Tramore	Renfrew, S R O	40 71	20 00		
Traveller's Rest	Prince, East P E I	22 00	12 00		
Traverston	Grey, S.R O	57 00	54 00		
Treadwell	Prescott O	60 00	90 00		
Treaster	Wellington, C.R O	49 47	30 00		
Tregarva	Assa., West	33 64	16 00		
Tremblay	Chicoutimi Q	171 60	60 00	12 00	
Tremont	Kings N S	27 00	16 00		
Trenholme	Drummond Q	64 20	36 00		
Trent Bridge	Northumberland, E R O	90 91	50 00		
Trevelyan	Leeds, S R O	30 00	20 00		
Trifoy	Queen, East P E I	12 45	12 00		
Trinq Junction	Beauce Q	252 50	100 00		
Trinity	Wentworth, N & Brant O	25 50	20 00		
Trois Saumons	L'Islet Q	89 00	60 00		
Trottier	Athabaska Q	106 41	50 00		
Trout Brook	Northumberland N B	15 00	12 00		
Trout Brook	Arthabaska Q	179 26	70 00		
Trout Brook	Cape Breton N S	7 20	12 00		
Trout Lake	Muskoka & Parry Sd O	44 00	24 00		
Trout River	Huntingdon Q	69 00	32 00		
Trout River	Inverness N S	25 00	12 00		6 00
Trout Stream	Gloucester N.B	18 00	12 00		
Trowbridge	Perth, N R O	165 51	80 00		
Troy	Wentworth, N.& Brant O	228 90	80 00		
Troy	Inverness N S	21 91	12 00		6 00
Tuberonville	Cumberland N S	22 00	16 00		
Tryon	Prince, East P E I	110 69	60 00		12 00
Tuam	Simcoe, S R O	54 75	36 00		
Tuftsville	Hastings, W.R O	56 00	28 00		
Tunnell	Marquette M	25 17	20 00		
Tunnel	Lanark, N. R O	380 00	10 00		
Tupper	Macdonald M	9 20	20 00	4 80	
Tupperville	Annapolis N S	127 40	56 00		
Turgeon	Bellechasse Q	11 00	2 50		
Turgoose	Vancouver B.C	42 80	20 00		
Turin	Elgin, W.R O	15 00	17 50		
Turkey Hill	Brome Q	19 94	12 00		
Turnerville	Bothwell O	65 00	28 00		
Turrell	Hastings, N R O	79 78	50 00		
Turtle Creek	Albert N B	35 00	20 00	16 00	
Turtle Lake	Muskoka & Parry Sd O	19 00	16 00		
Turtle Mountain	Brandon M	35 00	35 00		
Turtle River	Macdonald M	14 70	16 00		
Tuscarora	Brant, S.R O	177 97	64 00		
Tusket Falls	Yarmouth N S	15 00	12 00		
Tweedside	Wentworth, S.R O	25 50	18 00		
Tweedside	York N B	14 00	20 00		
Twin Elm	Carleton O	84 46	36 00		
Two Creeks	Macdonald M	6 00	12 00		
Two Islands	Cumberland N S		12 00		
Two Rivers	Cape Breton N S	72 48	12 00		
Tyndall	Selkirk M	206 87	120 00		13 00
Tynehead	New Westminster B C	22 00	30 00		
Tyneside	Haliburton & Muskoka O	58 78	30 00		

*Closed 15-5-01. *Opened 1-4-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Tyne Valley	Prince West..... P.E.I	141 00	70 00		
Tyotown	Glengarry ..... O	39 98	20 00		
Tyrconnell	Elgin, W.R..... O	87 71	48 00		
Tyrone	Durham, W.R..... O	172 17	95 00		
Tyrone	Queen's West.....P.E.I	23 50	10 00		
Tyrrell	Norfolk, N.R ..... O	72 00	28 00		
UCLUELET	Vancouver.....B.C	72 80	24 00		
Udney	Ontario, N.R..... O	90 92	36 00		
Udora	Ontario, N.R..... O	176 80	80 00		
Ufford	Muskoka & Parry Sd..O	45 00	16 00		
Uhthoff	Simcoe, E.R ..... O	83 50	30 00		
Ullswater	Muskoka & Parry Sd..O	28 90	20 00		
Umatilla	Marquette..... M	76 66	36 00		
Unfraville	Hastings, N.R ..... O	28 00	40 00	3 67	
Underhill	Northumberland ....N.B	53 42	30 00		
*Underhill	Brandon..... M	78 50	9 17		
Undine	Victoria .....N.B	11 50	16 00		
Union Centre	Pictou.....N.S	5 00	10 00		
Union Corner	Carleton .....N.B	25 16	12 00		
Union Corner	Prince East. ....P.E.I	19 48	10 00		
Union Point	Provencher..... M	59 88	24 00		
Union Road	Queen's East.....P.E.I	15 00	12 00		
Union Square	Lunenburg .....N.S	27 00	16 00		
Union Valley	Leeds, S.R ..... O	8 00	12 00		
†Uno Park	Nipissing..... O	10 00	0 83		
Uplands	Muskoka & Parry Sd. O	31 52	20 00	4 00	
Upper	Haldimand & Monck..O	36 00	16 00		
Upper Aboujoggin	Westmoreland .....N.B	41 00	16 00		
Upper Bass River	Colchester..... ...N.S	28 48	10 00		
Upper Bay du Vin	Northumberland ....N.B	15 15	12 00		
Upper Big Tracadie	Guysborough .....N.S	14 96	12 00		
Upper Blackville	Northumberland ...N.B	64 25	36 00	4 00	
Upper Branch	Lunenburg ..... N.S	32 00	16 00		
Upper Brighton	Carleton.....N.B	27 00	12 00		
Upper Brookside	Colchester.....N.S	9 00	10 00		
Upper Buctouche	Kent.....N.B	20 20	12 00		
Upper Burlington	Hants ..... N.S	27 92	16 00		
Upper Burton	Sunbury & Queen's ..N.B	14 25	12 00		
Upper Canard	King's ..... N.S	105 00	50 00		
Upper Cape	Westmoreland .....N.B	35 00	20 00		
Upper Caraquet	Gloucester.....N.B	124 98	44 00		
Upper Caverhill	York ..... N.B	24 00	16 00		
Upper Charlo	Restigouche .....N.B	40 78	20 00		
Upper Chelsea	Lunenburg ..... N.S	9 00	12 00		
Upper Clements	Annapolis .....N.S	37 93	20 00		
Upper Clyde River	Shelburne & Queen's N.S	12 00	12 00		
Upper Coal Creek	Sunbury & Queen's. N.B	9 00	12 00		
Upper Coverdale	Albert .....N.B	12 00	12 00		
Upper Derby	Northumberland....N.B	32 70	10 00		
Upper Dorchester	Westmoreland .....N.B	154 48	69 00	16 00	
Upper Dover	Westmoreland .....N.B	10 96	12 00		
Upper Dyke Village	King .....N.S	55 00	20 00		
Upper Economy	Colchester.....N.S	84 48	36 00		
Upper Fort Lawrence	Cumberland.....N.S	30 00	16 00		

* Opened 1-8-'00. † Opened 1-6-'01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (*based on revenue of previous year*)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Upper Gaspereaux	Sunbury & Queen's N.B	22 00	12 00		
Upper Glencoe	Inverness N.S	11 94	12 00		
Upper Glen Road	Antigonishe N.S	3 00	12 00		
Upper Goshen	Albert N.B	7 98	12 00		
Upper Grand Mira	Cape Breton N.S	19 46	12 00		
Upper Granville	Annapolis N.S	57 00	20 00		
Upper Greenwich	King's N.B	13 45	12 00		
Upper Hampstead	Sunbury & Queen's N.B	28 98	16 00		
Upper Hayesville	York N.B	25 00	20 00		
Upper Kempt Head	Victoria N.S	18 48	12 00		
Upper Kemptown	Colchester N.S	36 00	12 00		
Upper Kennetcook	Hants N.S	61 79	30 00		
Upper Kent	Carleton N.B	67 50	48 00	2 00	
Upper Keswick	York N.B	27 90	28 00		
Upper Keswick Ridge	York N.B	8 00	12 00		
Upper Kingsbury	Lunenburg N.S	67 88	30 00		
Upper Kintore	Victoria N.B	25 96	12 00		
Upper Knoxford	Carleton N.B	48 96	20 00		
Upper La Have	Lunenburg N.S	32 00	16 00		
Upper Leitch's Creek	Cape Breton N.S	9 00	12 00		
Upper Loch Lomond	St. John N.B	12 92	12 00		
Upper Magaguadavic	York N.B	44 78	20 00		
Upper Malagash	Cumberland N.S	23 00	12 00		
Upper Margaree	Inverness N.S	47 94	20 00	2 00	6 00
Upper Maugerville	Sunbury & Queen's N.B	82 50	30 00		
Upper Melbourne	Richmond Q	122 70	85 00		
Upper Middleboro'	Cumberland N.S	63 98	30 00		
*Upper Nappan	Cumberland N.S	16 00	7 10		
Upper Negnac	Northumberland N.B	121 86	48 00		
Upper Nelson	Northumberland N.B	25 00	16 00		
Upper New Cornwall	Lunenburg N.S	40 00	12 00		
Upper New Harbour	Guysboro' N.S	35 75	16 00	5 00	
Upper New Horton	Albert N.B	34 00	12 00		
Upper New Port	Hants N.S	46 74	20 00		
Upper Nine Mile River	Hants N.S	50 92	20 00		
Upper North River	Colchester N.S	19 00	12 00		
Upper Ohio	Shelburne & Queen's N.S	7 00	12 00		
Upper Otnabog	Sunbury & Queen's N.B	17 00	12 00		
Upper Pool	Carleton N.B	18 47	14 00		
Upper Pereaux	King's N.S	51 00	20 00		
Upper Pockmouche	Gloucester N.B	129 64	70 00	8 00	
Upper Pointe de Bute	Westmoreland N.B	24 00	16 00		
Upper Port Latour	Shelburne & Queen's N.S	101 38	44 00		
Upper Pugwash	Cumberland N.S	11 00	12 00		
Upper Queenstown	York N.B	36 92	16 00		
Upper Rawdon	Hants N.S	90 00	40 00		
Upper River Dennis	Inverness N.S	16 00	12 00		
Upper Rockport	Westmoreland N.B	9 94	12 00		
Upper St. Bazil	Victoria N.B	211 87	80 00		
Upper Sackville	Halifax N.S	26 44	10 00		
Upper Sackville	Westmoreland N.B	258 00	80 00	2 00	
Upper Sootsburn	Pictou N.S	14 98	12 00		
Upper Settlement of Baddeck River	Victoria N.S	6 00	12 00		
Upper Settlement of Middle River	Victoria N.S	28 49	16 00	2 00	
Upper Sheffield	Sunbury & Queen's N.B	72 50	30 00		
Upper Smithfield	Guysborough N.S	13 92	10 00		
Upper Southampton	York N.B	23 00	12 00		
Upper S th West Mabou	Inverness N.S	12 00	12 00		

* Opened 16-10-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Upper Springfield	Antigonishe	N.S	12 98	12 00		
Upper Sumas	New Westminster	B.C	71 89	20 00		
Upperton	Kings	N.B	53 96	20 00		
Upper Washabuck	Victoria	N.S	18 00	12 00		
Upper Westmoreland	Prince, East	P.E.I	11 00	12 00		
*Upper Whitehead	Guysboro	N.S	12 25	7 25		
Upper Wicklow	Carleton	N.B	37 96	18 00		
Upper Wood Harbour	Shelburne & Queens	N.S	75 00	40 00		
Uptergrove	Ontario, N.R	O	139 72	68 00		
Upton	Kings	P.E.I	19 08	16 00		
Urbania	Hants	N.S	4 00	16 00		
Urbainville	Prince, West	P.E.I	8 00	12 00		
Urney	Kings	N.B	11 25	12 00		
Urquhart		Alta	44 16	16 00		
Urquharts	Kings	N.B	9 00	12 00		
Ursa	Peterborough, E.R	O	57 84	24 00		
Usher	Antigonishe	N.S	14 00	12 00		
Utica	Ontario, S.R	O	80 83	40 00		
Utopia	Simcoe, S.R	O	71 00	32 00		
Utopia	Charlotte	N.B	17 50	10 00		
Uttoxeter	Lambton, W.R	O	59 16	24 00		
VACHELL	York, N.R	O	53 24	28 00		
Valcartier	Quebec	Q	44 84	24 00		
Valcartier Station	Quebec	Q	3 00	12 00		
Valcartier Village	Quebec	Q	82 98	24 00		
Valcourt	Shefford	Q	436 29	140 00	12 00	
Val des Bois	Labelle	Q	75 25	40 00		
Valencay	Labelle	Q	44 90	16 00		
Valencennes	Megantic	Q	17 00	16 00		
Valens	Wentworth, N. & Brant	O	64 00	40 00		
Valentia	Victoria, S.R	O	134 90	60 00		
Vale Perkins	Brome	Q	137 48	50 00		
Valetta	Kent	O	159 90	100 00		
Vallentyne	Ontario, N.R	O	98 38	44 00		
Valley	Assa. East		19 85	12 00		
Valleyfield	Queens East	P.E.I	25 00	20 00		
Valleyfield East	Kings	P.E.I	28 04	20 00		
Valley Mills	Inverness	N.S	19 96	16 00		
Valley River	Marquette	M	133 45	52 00		
Valley Station	Colchester	N.S	60 00	28 00	6 00	
Valley View	Assa. East		27 96	16 00		
Valmont	Champlain	Q	148 50	52 00		
Valmorin	Terrebonne	Q	11 00	12 00		
Valois	Jacques Cartier	Q	43 00	22 00		
Valracine	Compton	Q	149 00	72 00		
Vanbrugh	Renfrew, S.R	O	35 18	24 00		
Vancattop	Dundas	O	70 13	54 00		
Vanclave	Ontario, S.R	O	39 69	20 00		
Vandeleur	Grey, S.R	O	70 00	28 00		
Vandort	Ontario, W.R	O	70 14	46 00		
Vanessa	Norfolk, N.R	O	212 98	92 00		
Van Hoame	Kent	O	9 00	12 00		
Vankleek Hill	Ontario, N.R	O	96 74	29 76		
Vanmek	Montmorency, E.R	Q	21 94	20 00		
Vansickle	Haldimand, N.R	O	13 00	12 00		

*Opened 10-10-00 †Closed 1-9-00, re-opened 20-10-00

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District	Revenue.	Salary (Postmaster's commission included).	Fuel and Allowances.	Night Allowances.
		$ cts.	$ cts.	$ cts.	$ cts.
Vanvleck	Simcoe, N.R. O	39 93	24 00		
Varney	Norfolk, S.R. O	24 75	16 00		
Varnes	Grey, S.R. O	84 77	48 00		
Vassa	Simcoe, E.R. O	141 00	80 00		
Vaudalise	L'Assomption Q	19 00	12 00		
Vaudreuil Station	Vaudreuil Q	193 44	92 00		
Vaughan	Hants N.S	11 00	12 00		
Vavasour	Muskoka & Parry S. O	18 20	12 00		
Vegreville	Alta	26 96	12 00		
Vellore	York, W.R. O	67 32	28 00		
Vendome	Beauharnois Q	17 00	12 00		
Venice	Mississippi O	15 00	12 00		
Venlaw	Marquette M	81 80	20 00		
Venmachar	Addington O	96 88	48 00	2 00	
Venosta	Wright Q	126 30	64 00		
Ventry	Grey, E.R. O	22 09	20 00		
Verden	Bruce, W.R. O	14 92	12 00		
Verdun	Jacques Cartier Q	171 50	40 00		
Verekei	Essex, S.R. O	96 00	44 00		
Vermillion Bay	Algoma O	135 11	48 00		23 50
Verna	Assa. West	30 10	16 00		
Vernal	Antigonish N.S	14 00	12 00		
Vernon	Nipissing O	504 41	200 00	5 53	27 90
Vernet	Labelle Q	40 12	16 00		
Vernon Mines	Kings N.S	11 18	12 00		
Vernon River	Queen's East P.E.I	100 04	48 00	6 00	
Vernon River Bridge	Queen's East P.E.I	174 81	60 00		
Verneuville	Northumberland, W.R. O	112 61	48 00		
Versailles	St. Johns, Iberville Q	67 00	24 00	12 00	
Vershoyle	Norfolk, N.R O	150 00	60 00		
Vesta	Bruce, E.R O	56 10	30 00		
Vestfold	Selkirk M	19 20	24 00		
Vesuvius	Kings N.S	13 98	12 00		
Vezina's Corner	Richmond & Wolfe Q	17 50	10 00		
Vians	Huntingdon Q	18 60	28 00	10 00	
Vickers	Grey, S.R. O	23 60	20 00		
Victoria	Carleton N.B	129 96	72 00		
Victoria	Cumberland N.S	20 94	12 00		
Victoria Beach	Annapolis N.S	40 02	36 00		
Victoria Cross	Kings P.E.I	16 50	16 00		
Victoria Corners	Ontario, S.R. O	12 00	20 00		
Victoria Harbour	Kings N.S	21 75	12 00		
Victoria Line	Inverness N.S	13 00	12 00		
Victoria Mines	Cape Breton N.S	17 40	16 00		
Victoria Mines	Nipissing O	555 85	7 50		
Victoria Road	Victoria, N.R. O	119 87	150 00	25 00	
Victoria Square	York, E.R. O	104 20	60 00		
Victoria Vale	Annapolis N.S	12 00	12 00		
Victoria West	Victoria City P.E.I	648 70	180 00		
Victoria, West	Prince, West P.E.I	25 00	16 00		
Victoria	Shediac & Cape Breton N.B	14 00	12 00		
Viele Eglise	L'Acadie Q	112 40	24 00		
Vienna	Northumberland N.B	12 00	7 50		
Vigor	Toronto City O	253 00	116 00	6 00	
Vigo	Simcoe, N.R. O	30 50	8 00		
Villagedale	Shediac & Cape Breton N.S	48 98	36 00		
Village des Aulnaies	L'Islet Q	222 80	60 00		
Village Green	Queen's East P.E.I	30 00	16 00		

* Reopened 1.8.00 † Opened 1.10.00

APPENDIX D—*Continued.*

NON-ACCOUNTING POST OFFICES—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year.)*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Village Richelieu	Ronville ..... Q	340 61	120 00	6 00	.....
Village Saint Jean	Kent ..... N.B	25 00	12 00	.....	.....
Villanova	Norfolk, N.R. ..... O	188 34	85 00	.....	.....
Villemay	Lewis ..... Q	25 00	20 00	.....	.....
Villeneuve	Maisonneuve ..... Q	132 00	48 00	.....	.....
Villeneuve	..... Alta	12 46	10 00	.....	.....
Villeray	Laval ..... Q	19 14	16 00	.....	.....
Villette	Compton ..... Q	22 00	12 00	.....	.....
Villiers	Peterborough, E.R. ..... O	34 36	18 00	.....	.....
Vincennes	Champlain ..... Q	71 82	44 00	.....	.....
Vincent	Sunbury & Queen's ..... N.B	16 94	12 00	.....	.....
Vine	Simcoe, S.R. ..... O	27 45	20 00	.....	.....
Vineland	Lincoln & Niagara ..... O	162 00	60 00	.....	.....
Vinemount	Wentworth, S.R. ..... O	83 75	40 00	.....	.....
Vinton	Pontiac ..... Q	144 78	56 00	.....	.....
Viola Dale	Marquette ..... M	37 00	24 00	.....	.....
Violet	Lennox ..... O	49 10	20 00	.....	.....
Violet Hill	Simcoe, S.R. ..... O	54 00	24 00	.....	.....
Virgil	Lincoln & Niagara ..... O	61 49	36 00	.....	6 00
Vivian	Ontario, W.R. ..... O	23 96	24 00	.....	.....
Vogler's Cove	Lunenburg ..... N.S	72 00	28 00	.....	.....
Vroomanton	Ontario, N.R. ..... O	72 48	28 00	.....	.....
Vyner	Lambton, W.R. ..... O	28 00	16 00	.....	.....
WAASIS STATION	Sunbury & Queen's ..... N.B	54 94	24 00	.....	.....
Waba	Renfrew, S.R. ..... O	99 74	48 00	.....	.....
Wabash	Bothwell ..... O	91 46	36 00	.....	.....
Wabassee	Wright ..... Q	58 70	24 00	.....	.....
Wagarville	Addington ..... O	35 00	12 00	.....	.....
Waghorn	..... Alta	101 73	24 00	.....	.....
Wagram	Wellington, N.R. ..... O	19 00	16 00	.....	.....
Wakefield Centre	Carleton ..... N.B	13 00	12 00	.....	.....
Wakeham	Lisgar ..... M	19 00	12 00	.....	.....
Wakopa	Lisgar ..... M	21 50	16 00	.....	.....
Waldegrave	Colchester ..... N.S	26 00	12 00	.....	.....
Waldemar	Wellington, N.R. ..... O	144 90	56 00	.....	.....
Walden	Lunenburg ..... N.S	15 00	12 00	.....	.....
Waldheim	..... Sask	29 97	10 00	.....	.....
Walford Station	Nipissing ..... O	170 87	70 00	.....	.....
Walker's	Middlesex, W.R. ..... O	69 83	32 00	2 00	.....
Walker's Cutting	Arthabaska ..... Q	82 14	32 00	.....	.....
Walker's Point	Simcoe, E.R. ..... O	25 00	12 00	.....	6 00
Walker's Settlement	King's ..... N.B	2 00	10 00	.....	.....
Wallace	Wellington, N.R. ..... O	86 00	56 00	.....	.....
Wallace	..... Assa. East	20 20	20 00	.....	.....
Wallace Bay	Cumberland ..... N.S	107 89	40 00	.....	.....
Wallace Bay, North	Cumberland ..... N.S	53 94	20 00	.....	.....
Wallace Bridge	Cumberland ..... N.S	188 37	96 00	.....	.....
Wallace Grant	Cumberland ..... N.S	35 50	14 00	.....	.....
Wallace Ridge	Cumberland ..... N.S	120 00	48 00	20 00	.....
Wallace Station	Cumberland ..... N.S	85 00	40 00	10 00	.....
Wallbridge	Hastings, W.R. ..... O	79 48	40 00	.....	.....
Wallbrook	King's ..... N.S	16 00	12 00	.....	.....
Wallenstein	Wellington, C.R. ..... O	82 00	24 00	.....	.....
Waller	Russell ..... O	6 00	12 00	.....	.....
Walmer	Oxford, N.R. ..... O	38 90	20 00	.....	.....
Walnut	Lambton, E.R. ..... O	76 00	40 00	.....	.....

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary *(based on revenue of previous year).*	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Walsh	Norfolk, S.R. O	175 46	68 00		
Walsh	Assa. West	145 60	50 00		13 00
Waltham	Pontiac. Q	35 00	24 00		
Waltham Station	Pontiac. Q	65 27	24 00		
Walton's Lake	King's N.B	4 50	10 00		
Wanborough	Burrard B.C	26 70	30 00		
Waneta	Yale & Cariboo B.C	160 19	110 00		
Wanstead	Lambton, W R O	111 84	56 00	16 00	
Wapaha	Brandon. M	13 00	12 00		
Warburton	Leeds, S.R O	172 86	80 00		
Warden	Shefford Q	310 96	136 00	12 00	
Warsner	Yale & Cariboo B.C	153 14	46 50		
Ward's Brook	Cumberland. N.S	36 92	30 00		
Ward's Creek Road	King's N.B	11 96	12 00		
Wards Crossing	Colchester N.S	195 00	70 00		
Ware	Dorchester Q	17 20	10 00		
Wareham	Grey, E.R O	56 00	30 00		
Warina	Cornwall & Stormont O	19 98	12 00		
Warlough	Marquette M	5 00	12 00		
Warminster	Simcoe, E.R O	206 00	90 00	4 00	
Warner	Wentworth, S.R O	25 00	20 00		
Wartburg	Perth, N.R O	34 90	20 00		
Wascana	Assa. West	110 80	42 00		
Washabuck Bridge	Victoria N.S	11 92	16 00		
Washago	Simcoe, E.R. O	250 69	112 00	25 33	
Washburn	Frontenac O	99 00	44 00	2 00	
Washington	Wentworth, N.& Brant O	132 05	80 00		
*Waskada	Brandon. M	18 90	20 00		
Wassewa	Brandon. M	15 90	16 00		
Waterborough	Sunbury & Queen's N.B	24 00	20 00		
Waterford	Digby N.S	25 48	18 00		
Waterford	King's N.B	108 00	60 00	4 00	
Waterford	Prince West P.E.I	33 00	16 00		
Waterloo	Lunenburg N.S	11 00	12 00		
Waternish	Guysboro N.S	18 00	12 00		
Waterside	Albert N.B	58 00	24 00		
Waterside	Pictou N.S	16 98	12 00	2 00	
Waterton	Leeds, S.R O	52 94	24 00		
Watervale	Pictou N.S	37 00	24 00		
Waterville	Carleton N.B	47 00	24 00		
Watford	Lunenburg. N.S	45 98	16 00		
Watson's Corners	Lanark, N.R O	129 00	60 00		
Watson Settlement	Carleton. N.B	20 96	12 00		
Wattenwyl	Muskoka & Parry Sd O	26 96	16 00		
Watt Section, Sheet Harbour	Halifax N.S	60 75	24 00	4 00	
Wattsview	Marquette M	30 00	16 00		
Waubamick	Muskoka & Parry Sd O	6 00	12 00		
Waubnakee	Middlesex, S.R O	11 50	12 00		
Waubuno	Lambton, W R O	61 54	24 00		
Waudby	Grey, S.R. O	13 61	10 00		
Waugh's River	Colchester N.S	142 15	40 00		
Waupoos	Prince Edward O	64 44	28 00		
Wavy Bank	Selkirk M	6 25	12 00		
Wa Wa	Algoma O	235 22	40 00	1 33	
Waweig	Charlotte N.B	30 92	20 00		
Wawota	Assa. East	50 00	30 00		
Wayerton	Northumberland N.B	12 00	12 00		
Wayside	Lanark, S.R O	36 00	28 00		

*Closed 1-3-01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.* Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Way's Mills	Stanstead, Q	224 00	90 00		
Weatherly	Lunenburg, N.S	25 50	16 00		
Weaver Settlement	Digby, N.S	51 18	12 00		
Webster's Corner	Queen's East, P.E.I	12 00	12 00	1 34	
Webster's Corners	New Westminster, B.C	27 11	20 00		
Weedon	Wolfe, Q	76 20	30 00		
Weedon Centre	Wolfe, Q	100 00	50 00		
Weidmann	Lambton, E.R., O	100 71	81 00		
Weir	Wentworth N. & Brant, O	21 94	20 00		
Weirstead	Pontiac, Q	67 25	20 00		
Weissenburg	Waterloo, N.R., O	32 95	16 00		
Welbeck	Grey, S.R., O	9 75	12 00		
Welch	Westmoreland, N.B	11 00	12 00		
Welcome	Durham, E.R., O	332 71	130 00		
Weldon	Sask	44 04	20 00		
Weldon	Albert, N.B	25 92	12 00		
Welland Station	Welland, O	41 98	24 00		
Wellburn	Middlesex, E.R., O	34 00	20 00		
Wellington	Prince West, P.E.I	28 50	30 00		
*Wellington	Macdonald, M	6 20	4 00		
Wellington	Yarmouth, N.S	24 98	20 00		
Wellington Station	Prince West, P.E.I	278 56	84 00	24 00	
Wells	Kings, N.B		10 00		
Wellwood	Macdonald, M	88 52	40 00		
Welsford	Picton, N.S	91 90	36 00		
Welsford Road	King's, N.S	12 00	12 00		
Welshtown	Shelburne & Queen's, N.S	10 00	10 00		
Welton's Corner	Kings, N.S	27 96	10 00		
Welwyn	Assa. East	77 66	32 00	2 00	
Wemyss'	Lanark, S.R., O	51 00	24 00	4 00	
Wendover	Prescott, O	175 46	80 00		
Wensley	Addington, O	88 62	44 00		
Wentworth	Cumberland, N.S	56 90	32 00		
Wentworth Centre	Cumberland, N.S	144 00	32 00		
Wentworth Creek	Hants, N.S	35 00	20 00		
Wentworth Station	Cumberland, N.S	382 13	160 00	24 00	
Wentzell's Lake	Lunenburg, N.S	23 60	10 00		
Wesleyville	Durham, E.R., O	71 00	32 00		
West Advocate	Cumberland, N.S	26 00	16 00		
West Albert	Inverness, N.S	35 18	18 00		
West Amherst	Cumberland, N.S	27 00	12 00		
West Arichat	Richmond, N.S	310 04	116 00	4 00	
West Bay Road	Inverness, N.S	105 00	50 00	70 00	
West Berlin	Shelburne & Queen's, N.S	60 50	30 00		
West Bolton	Brome, Q	117 00	16 00		
Westboro	Carleton, O	115 74	50 00		
West Branch, River John	Pictou, N.S	95 69	52 00		12 00
West Branch, St. Nicholas River	Kent, N.B	46 75	24 00	3 00	
Westbridge	Yale & Cariboo, B.C	41 81	20 00	1 34	
West Brook	Frontenac, O	92 98	44 00		
West Brook	Cumberland, N.S	39 00	24 00		
West Brooklyn	Annapolis, N.S	83 00	40 00		
Westbrook Mills	Cumberland, N.S	36 50	20 00		
West Broughton	Beauce, Q	317 87	120 00		
Westbury	Compton, Q	15 90	16 00		
Westbury Basin	Compton, Q	5 00	16 00		
West Caledonia	Shelburne & Queen's, N.S	8 00	12 00		
West Cape	Prince West, P.E.I	46 00	24 00		

*Closed 1-10-00.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office	Electoral District	Province	Revenue	Salary	Estimated Allowance	Net Allowance
			$ cts.	$ cts.	$ cts.	$ cts.
Westchester	Cumberland	N.S	106 00	48 00		
Westchester Lake	Cumberland	N.S	13 94	12 00		
Westchester Station	Cumberland	N.S	367 92	160 00	8 00	
West Chezzetcook	Halifax	N.S	57 73	28 00		
Westcock	Westmorland	N.B	27 10	20 00		
West Devon	Prince West	P.E.I	76 50	36 00		
West Dorion	Châteauguay	Q	6 00	12 00		
West Dublin	Lunenburg	N.S	126 40	60 00	2 00	
West Earltown	Cumberland	N.S	22 00	20 00		
West Ely	Shefford	Q	37 00	20 00		
*Westerly	Pictou	N.S	8 00	7 20		
Western Gaspereau	Queens East	P.E.I	13 00	16 00		
Western Head	Shelburne & Queens	N.S	19 50	12 00		
Western Road	Prince West	P.E.I	6 00	12 00		
West Essex	Simcoe, S.R	O	35 50	24 00		
West Fairview	Barnard	B.C	155 00	70 00		
West Ferry	Antigonish	N.S	66 00			
Westfield	Hants, W.R	O	225 41	36 00		
Westfield	Shelburne & Queens	N.S	9 00	12 00		
Westfield Centre	Kings	N.B	104 75	36 00		
West Flamborough	Wentworth, S.R	O	154 55	60 00		
Westford	Brant, E.R	O	37 00	20 00		
West Glassville	Carleton	N.B	29 00	12 00		
West Gravenhurst	Simcoe, E.R	O	340 62	130 00		
West Grove	Muskoka & Parry Sd	O	12 00	12 00		
West Hall	Brant, S	M	23 40	20 00		
Westham Island	New Westminster	B.C	70 00	30 00		
West Hansford	Cumberland	N.S	13 00	12 00		
West Head	Shelburne & Queens	N.S	58 00	20 00		
West Hill	York, E.R	O	50 23	20 00		
Westholme	Vancouver	B.C	197 26	60 00		
West Huntingdon	Hastings, N.R	O	94 71	44 00		
West Huntley	Lanark, N.R	O	25 15	20 00		
West Inglisville	Annapolis	N.S	34 50	20 00		
West Jeddore	Halifax	N.S	75 05	28 00		
West La Have Ferry	Lunenburg	N.S	90 48	40 00	4 00	
West Lake	Prince Edward	O	73 48	30 00		
West Lakeville	Antigonish	N.S	15 00	12 00		
West Laurencetown	Halifax	N.S	21 50	12 00		
West Leicester	Cumberland	N.S	17 00	16 00		
West Lepreaux	Guysborough	N.S	19 14	12 00		
West Leicester	Antigonish	N.S	13 00	12 00		
West McGillivray	Middlesex, N.R	O	35 00	20 00		
West Margaretville	Pictou	N.S	150 70	40 00		
West Middle Sable	Shelburne & Queens	N.S	14 00	10 00		
West Montrose	Waterloo, N.R	O	75 98	40 00		
Westmorland Point	Westmorland	N.B	127 48	56 00	40 00	
West New Annan	Colchester	N.S	104 30	60 00		
West Newly Quoddy	Halifax	N.S	92 76	40 00		
West Newton	Prince East	P.E.I	4 95	12 00		
Weston	Kings	N.S	143 96	44 00		
Weston	Carleton	N.B	11 46	30 00		
West Osgood	Russell	O	31 00	20 00		
Westover	Westmorland	N.B	110 85	50 00		
West Perpeswick	Halifax	N.S	21 50	20 00		
West Plain	Lennox	O	17 00	20 00		
†West Point	Prince West	P.E.I	117 00	50 00		
West Point	Prince Edward	O	15 00	20 00		

* Opened 10/10/00. † Credit for a new office not yet opened. ‡ Name changed.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year).	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
West Port Clyde	Shelburne & Queen's..N.S	94 23	24 00		
West Pubnico	Yarmouth.....N.S	179 19	80 00		
West Quoco	St. John.....N.B	159 20	96 00		
West River	Albert.....N.B	26 00	16 00		
West River	Pictou.....N.S	66 00	36 00	16 00	
West River Station	Pictou.....N.S	182 00	70 00	34 50	
West Scotch Settlement	King's.....N.B	10 00	12 00		
West Shefford	Shefford.....Q	435 91	180 00	12 00	
West Shefford Station	Shefford.....Q	10 50	16 00		
West Side of Middle Riv	Victoria.....N.S	39 50	16 00		
West St. Peter's	King's.....P.E.I	11 65	12 00		
West Tatamagouche	Colchester.....N.S	21 89	16 00		
*Westwood	Brandon.....M	13 54	7 69		
Wexford	York, E.R.....O	53 78	36 00		
Whalen	Middlesex, N.R.....O	39 20	24 00		
Whaletown	Burrard.....B.C	29 96	20 00		
Warnecliffe	Algoma.....O	37 84	16 00		
Wharton	Cumberland.....N.S	8 00	12 00		
Wheatland	Marquette.....M	43 14	33 00		
Wheatland	Drummond.....Q	36 00	20 00		
Wheatley River	Queen's East.....P.E.I	24 00	16 00	2 00	
Wheaton Mills	Westmoreland.....N.B	10 98	12 00		
Wheaton Settlement	Westmoreland.....N.B	18 00	12 00		
Wheeler	Lambton, E.R.....O	11 85	12 00		
Whelan Lake	Renfrew, S.R.....O	35 00	20 00		
Whim Road Cross	King's.....P.E.I	22 00	12 00		
White	Lanark, N.R.....O	22 96	12 00		
Whitebread Station	Bothwell.....O	63 00	28 00		
Whiteburn Mines	Shelburne & Queen's..N.S	39 98	20 00		
White Church	Bruce, W.R.....O	231 50	100 00	2 00	
Whitefish	Nipissing.....O	514 33	180 00		
White Fish Lake	Alta	13 18	12 00		
Whitehall	Muskoka & Parry Sd..O	41 68	24 00	2 00	
Whitehead	King's.....N.B	24 00	12 00		
White Head	Charlotte.....N.B	60 42	28 00		
White Hill	Pictou.....N.S	18 36	12 00		
Whitehurst	Brockville.....O	39 50	20 00		
White Lake	Renfrew, S.R.....O	115 68	50 00		
White Lake	Yale & Cariboo.....B.C	19 77	20 00		
Whitemouth	Selkirk.....M	190 68	120 00		16 25
White Oak	Middlesex, S.R.....O	176 00	36 00		
White Point	Victoria.....N.S	10 00	12 00		
White Rock Mills	King's.....N.S	72 00	44 00		
White Rose	Ontario, W.R.....O	24 96	16 00		
White Sand	Assa. East	47 50	35 00		
White Sands	Queen's East.....P.E.I	14 00	12 00		
White's Camp	Yale & Cariboo.....B.C	33 92	20 00		
White's Corner	King's.....N.S	13 75	12 00		
White's Cove	Sunbury & Queen's..N.B	131 90	52 00	4 00	
Whiteside	Simcoe, E.R.....O	98 81	30 00		
White's Mills	King's.....N.B	6 00	12 00		
White's Mountain	King's.....N.B	5 00	12 00		
White's Point	Sunbury & Queen's..N.B	11 98	12 00		
White's Settlement	Kent.....N.B	8 96	12 00		
White's Station	Huntingdon.....Q	65 13	36 00		
Whitestone	Muskoka & Parry Sd..O	95 39	40 00		
Whitewater	Brandon.....M	271 75	110 00	8 00	
Whitfield	Simcoe, S.R.....O	31 70	32 00	4 00	

*Opened 10-11-00.

APPENDIX D—*Continued.*

Non-Accounting Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (and commission on Postal Notes).	Postal Agency Allowance.	Night Service.
		$ cts.	$ cts.	$ cts.	$ cts.
Whitford	Alta	121 92	16 00	6 00	
Whitney	Northumberland....N.B	70 00	32 00		
Whitney's Ridge	Gloucester.....N.B	38 00	16 00		
Wellington	Wellington, N.R.....O	41 00	24 00		
Wickwire	Compton.....Q	20 00	16 00		
Wiccocomagh Bay (N. Sub.)	Inverness.....N.S	11 98	12 00		4 00
Wiccocomagh Mount	Inverness.....N.S	2 25	10 00		
Wiccocomagh Portage	Inverness.....N.S	11 00	12 00		
Wick	Ontario, N.R.....O	53 46	24 00		
Wickham	Sunbury & Queen's..N.B	50 92	30 00		
Wickslow	Northumberland, W.R.O	126 54	36 00		
Wicklow	Carleton.....N.B	34 95	20 00		
Wickstead	Peterborough, E.R.....O	4 00	12 00		
Widder	Lambton, E.R.....O	39 00	28 00		
Wiggins	Sunbury & Queen's..N.B	16 00	10 00		
Wikwemikong	Algoma.....O	101 76	44 00		
Wilberforce	Peterborough, E.R.....O	211 75	84 00	1 00	
Wilbur	Addington.....O	16 00			
Wilcox	Wentworth, S.R.....O	13 55	12 00		
Wildfield	Cardwell.....O	23 20	16 00		
Wild Oak	Macdonald.....M	36 87	10 00		
Wildwood	Perth, S.R.....O	42 14	20 00		
Wilfrid	Ontario, N.R.....O	129 84	68 00		
Wilkinson	Addington.....O	33 50	14 00		
Willcocksville	Frontenac.....O	26 00	20 00		
Williams	Kent.....O	15 00	12 00		
Williamsburg	York.....N.B	71 92	32 00		
Williamsdale	Cumberland.....N.S	15 00	12 00		
Williamsdale East	Cumberland.....N.S	29 75	16 00		
†William's Point	Antigonish.....N.S	6 40	8 00		
Williamsport	Muskoka & Parry S'd..O	11 96	12 00		
Williamstown	Carleton.....N.B	11 00	10 00		
Williscroft	Bruce, N.R.....O	58 00	24 00		
†Willocks	Assa. East	13 47	8 00		
Willoughby	Sask.	51 22	24 00		1 28
Willowbank	Inverness.....N.S	31 60	16 00		8 00
§Willowbrook	Assa. East	10 00	1 00		
Willow Branch	Assa. West	80 45	16 00		
Willow Creek	Bruce, W.R.....O	46 00	28 00		
Willowdale	York, W.R.....O	214 75	84 00		
Willowdale	Pictou.....N.S	24 70	12 00		6 00
Willow Grove	St. John.....N.B	5 00			
Willowgrove	Haldimand & Monck..O	169 70	36 00		
Willow Range	Macdonald.....M	94 75	30 00	1 00	
Wilmot Valley	Prince, East.....P.E.I	15 00	12 00		
Wilno	Renfrew, S.R.....O	149 53	60 00	2 00	
Wilson	Norfolk, S.R.....O	16 00	16 00		
Wilsonbaugh	Stormont & Glengarry..O	8 20	12 00		
Wilson Croft	Lambton, E.R.....O	60 00	24 00		
Wilson's Bay	Leeds & Grenville.....O	15 00	12 00		
Wilsons Beach	Charlotte.....N.B	110 00	32 00		
Wilsons Corners	Wright.....Q	23 15	16 00		
Wilsons Mills	Megantic.....Q	65 96	24 00		
Wilsons Point	Gloucester.....N.B	5 00	12 00		
Wilsonville	Northumberland, N.B.....O	26 00	20 00		
Wilstead	Leeds, S.R.....O	50 00	28 00		
Wilton	Lennox.....O	188 92	76 00		
Wilton Grove	Middlesex, S.R.....O	83 00	40 00		

*Closed 1.3.01. †Credit for new office and year ended. ‡Opened 1.1.00. §Opened 1.5.01.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.	Revenue.	Salary (based on revenue of previous year)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Winchelsea	Perth, S.R	88 00	44 00		
Winchester Springs	Dundas	270 00	110 00	2 00	
Windermere	Muskoka & Parry Sd	268 98	80 00		
Windermere	Yale & Cariboo, B.C	166 25	150 00	6 67	
Windfall	Essex, S.R	29 10	16 00		
Windham Centre	Norfolk, N.R	220 76	110 00		
Windham Hill	Cumberland, N.S	14 88	12 00		
Windsor	Carleton, N.B	30 78	16 00		
Windsor Forks	Hants, N.S	59 00	12 00		
Windsor Junction	Halifax, N.S	75 00	44 00		
Windygates	Lisgar, M	17 42	12 00		
Winfield	Wellington, C.R	22 20	16 00		
Wingard	Sask	14 98	12 00		
Winger	Haldimand & Monck	146 93	70 00		
Wingle	Renfrew, S.R	44 10	20 00		
Winlaw	Assa. East	37 79	24 00		
Winnipegosis	Marquette, M	409 27	132 00	1 17	
Winsloe Road	Queen's East, P.E.I	8 00	12 00		
Winsloe Station	Queen's East, P.E.I	24 50	12 00	10 00	
Winslow	Lincoln & Niagara	93 50	40 00		
Winston	Victoria, N.R	82 45	10 00		
Winterbourne	Waterloo, N.R	138 40	60 00		
Winthrop	Huron, S.R	135 62	60 00		
Wisawassa	Muskoka & Parry Sd	90 87	54 00		
Wisheach	Lambton, E.R	104 10	48 00		
Wisely	York, N.B	10 96	12 00		
Wishart	Assa. East	64 78	30 00		
Wittenburg	Colchester, N.S	41 65	20 00		
Woburn	York, E.R	30 33	24 00		
Wode House	Grey, E.R	113 03	52 00		
Wolfe Ridge	Missisquoi	6 00	12 00		
Wolf Lake	Pontiac	43 88	20 00		
Wolford Centre	Grenville, N.R	82 12	30 00		
Wolfstown	Wolfe	282 10	130 00	4 00	
Wolseley	Grey, N.R	11 18	12 00		
Wolverton	Wentworth N. & Brant	179 72	108 00		
Wood	Hastings, N.R	11 98	12 00		
Woodbank	Middlesex, S.R	23 00	16 00		
Wood Bay	Lisgar, M	53 50	30 00		
Woodbine	Cape Breton, N.S	29 86	16 00		
Woodbourne	Pictou, N.S	14 50	12 00		
Woodburn	Wentworth, S.R	71 00	40 00		
Woodfield	Pictou, N.S	13 50	10 00		
Woodford	Grey, N.R	238 55	100 00	20 00	
Wood Green	Middlesex, W.R	112 00	48 00		
Woodhill	Peel	52 90	24 00		
Woodhurst	Westmoreland, N.B	4 00	10 00		
*Woodington	Simcoe, E.R	55 00	24 00		
Wood Island	Queen's East, P.E.I	61 50	36 00	4 00	
Wood Islands, North	Queen's East, P.E.I	24 00	16 00		
Wood Lake	St. John, N.B	10 00	10 00		
Woodlands	Cornwall & Stormont	49 00	32 00		
Woodlands	Selkirk, M	121 40	56 00	16 00	
Woodlands	York, N.B	12 00	12 00		
Woodlawn	Carleton	24 20	20 00		
Woodlea	Macdonald, M	17 00	10 00		
Wood Mountain	Assa. West	47 94	24 00		
Woodnorth	Brandon, M	11 97	12 00		

*Summer office.

APPENDIX D—*Continued.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Continued.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District	Revenue	Salary (including commission on money orders)	Forward Allowance.	Night Allowance.
		$ cts.	$ cts.	$ cts.	$ cts.
Wood Point	Westmoreland N B	27 00	12 00		
Woodroyd	Selkirk M	15 71	16 00		
Woodside	Megantic Q	54 96	24 00		
Woodside	Macdonald M	1 00	16 00		
Woodside	Sunbury & Queens N B	14 00	12 00		
Woodside	Kings N S	9 00	16 00		
Woodstock Road Station	Carleton N B	6 00	12 00		
Woodvale	Digby N S	21 21	16 00		
Woodville	Hants N S	26 98	16 00		
Woodville	Prince West P E I	7 98	12 00		
Woodville	Victoria N B	8 20	12 00		
Woodville Mills	Kings P E I	16 00	12 00		
Woodward's Cove	Charlotte N B	80 60	40 00		
Woolchester	Assa West	24 19	10 00		
Woolsey	Marquette M	40 00	25 00		
Woonsocket	Selkirk M	6 00	12 00		
Workington	Assa East	10 94	20 00		
Worstek	Alta	65 76	28 00		
Wreck Cove	Victoria N S	17 98	12 00		
Wright	Wright Q	224 50	110 00	4 00	
Wrentlet	Wellington, C R O	14 00	20 00		
Wyecombe	Norfolk, S R O	157 29	76 00		12 00
Wyevale	Simcoe, E R O	204 15	110 00		
Wylie	Renfrew, N R O	47 08	18 00		
Wyse's Corner	Hants N S	13 00	12 00		
Wyton Station	Middlesex, E R O	28 00	20 00		
Wyvern	Cumberland N S	16 98	12 00		
YAMASKA	Yamaska Q	184 20	108 00	80 00	
Yamaska East	Yamaska Q	140 10	80 00		
Yarm	Peterboro O	42 28	24 00		
Yarmouth Centre	Elgin, E R O	105 00	40 00		
Yarrow	Victoria B C	41 20	24 00		
Yatton	Wellington, C R O	35 98	21 00	10 00	
Yearley	Middlesex & Perth S R O	57 98	24 00		
Yelverton	Durham, E R O	30 34	16 00		
Yeovil	Grey, S R O	144 50	60 00	2 00	
Yoho	York N B	8 98	12 00		
*Yonge Island	Muskoka & Parry S'd O	32 50	15 00		
Yonge Mills	Leeds, S E O	270 96	96 00		
York Mills	York, E R O	86 50	60 00		
York Mills	York N B	26 04	16 00		
Youghall	Gloucester N B	24 00	16 00		
Young	Victoria B C	14 76	20 00		
Young's Cove	Sunbury & Queens N B	74 05	24 00		
Young's Cove Road	Sunbury & Queens N B	14 00	40 00	10 00	
Youngsville	Ontario, S R O	14 00	12 00		
ZEALAND	Algoma O	25 98	12 00		
Zealand Station	York N B	98 78	60 00		
Zenda	Oxford, S R O	28 83	12 00		
Zimmerman	Huron O	37 05	20 00		

*Summer office.

APPENDIX D—*Concluded.*

NON-ACCOUNTING Post Offices—Revenue, Salaries and Allowances—*Concluded.*
Year ended June 30, 1901.

Name of Post Office.	Electoral District.		Revenue.	Salary (stated on recommendation of previous year).	Forward Allowance.	Night Allowance.
			$ cts.	$ cts.	$ cts.	$ cts.
Zion	Durham, E.R.	O.	120 96	50 00		
Zooville	York	N.R.	171 78	60 00		
Ziska	Simcoe, E.R.	O.	31 80	16 00		

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX E

TRANSACTIONS

—IN—

POST OFFICE SAVINGS BANK

APPENDIX E.

POST OFFICE SAVINGS BANK.

The aggregate balance at the credit of depositors on June 30, 1901, was $39,950,812.62, or an increase of $2,443,356 82 over the previous year; the average at the credit of each depositor being $253.87, as against $248 41 on June 30, 1900.

The number of accounts opened during the year was 38,685, or an increase of 1,089 over the previous year. The number of accounts closed was 32,304, leaving the number open at the close of the year 157,368, an increase of 6,381.

The deposits were 212,217 in number, an increase of 10,955 over the preceding year, and amounted to $11,091,099, an increase of $642,614.

The repayments numbered 102,083, an increase of 9,370, with a total of $9,774,694.62, being an increase of $871,189.14 over the previous year.

The interest paid to depositors during the year was $64,322.51, and the interest made principal on June 30, 1900 was $1,062,629.93, making a total of $1,126,952.44.

The number of offices receiving deposits increased from 847 to 895.

The claims of the moneys of deceased depositors which were examined and paid were 1,223 as compared with 1,085 for the previous year.

Appended is a tabular statement of the annual operations of the Post Office Savings Bank since its organization in April, 1868.

STATEMENT (in accordance with the Act 52 Vic., Chap. 20, Sec. 12) of the Post Office Savings Bank transactions for the year ended June 30, 1901, and of the total amount due to Depositors on that date.

	$ cts.		$ cts.
Balance due depositors on June 30, 1900	37,507,456 80	Repayments to depositors during the year	9,774,694 62
Deposits received during the year	11,091,099 00	Balance due to depositors on June 30, 1901	39,950,812 62
Interest allowed to depositors during the year in accordance with the Statute	1,126,952 44		
	49,725,507 24		49,725,507

APPENDIX

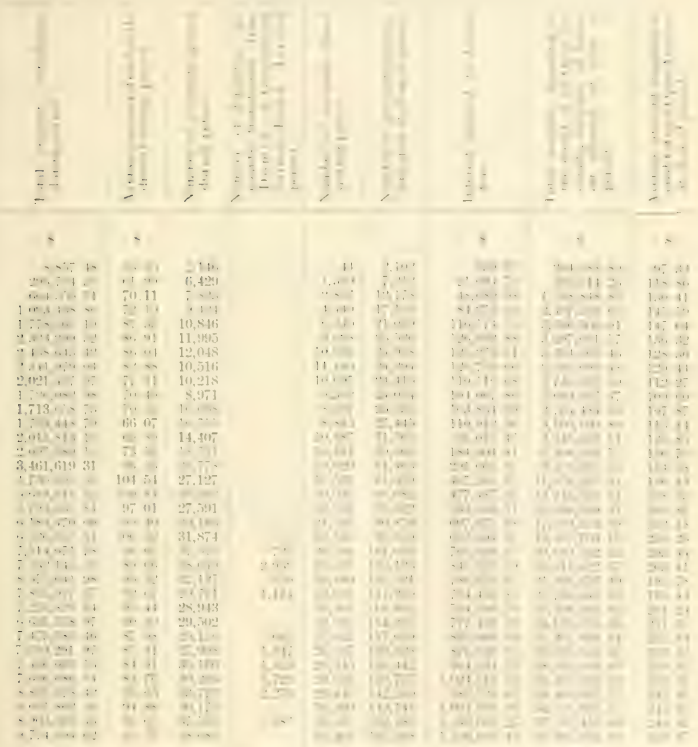
STATEMENT of the Business of the Post Office Savings Bank,

PERIOD.	Number of Post Office Savings Banks at close of period.	Number of deposits received during period.	Total amount of deposits received during period.	Average amount of each deposit received during period.	Amount of depositors' accounts transferred from Dominion Government Savings Bank during period.	Number of withdrawals during period.
			$	$	$	
Three months ended June 30, 1868	81	3,247	212,507	65 44		166
Year ended June 30, 1869	213	16,653	927,885	55.71		4,787
Year ended June 30, 1870	226	24,984	1,347,901	53 93		9,178
Year ended June 30, 1871	230	33,256	1,917,576	57.66		15,148
Year ended June 30, 1872	235	39,489	2,261,631	57 27		20,154
Year ended June 30, 1873	239	44,413	2,306,918	51.94		23,800
Year ended June 30, 1874	266	45,329	2,340,284	51 63		25,814
Year ended June 30, 1875	268	42,508	1,942,340	45.69		25,954
Year ended June 30, 1876	279	38,647	1,726,204	44.66		24,152
Year ended June 30, 1877	287	36,126	1,521,000	42 10		22,484
Year ended June 30, 1878	295	40,097	1,724,371	43.00		21,944
Year ended June 30, 1879	297	43,349	1,953,213	45.52		23,226
Year ended June 30, 1880	297	56,031	2,720,216	48 55		26,716
Year ended June 30, 1881	304	71,747	4,175,042	58.19		28,510
Year ended June 30, 1882	308	97,380	6,435,989	66 09		35,530
Year ended June 30, 1883	330	109,489	6,826,266	62 35		45,253
Year ended June 30, 1884	345	109,388	6,441,139	58 88		56,026
Year ended June 30, 1885	355	116,576	7,098,459	60.89		59,714
Year ended June 30, 1886	392	126,322	7,645,227	60.52		62,205
Year ended June 30, 1887	415	143,076	8,272,041	57.81		65,853
Year ended June 30, 1888	433	155,9 8	7,722,330	49 51	217,385 10	78,229
Year ended June 30, 1889	463	166,235	7,926,634	47.67	1,085,979.72	84,572
Year ended June 30, 1890	494	154,678	6,599,896	42.67	167,501 55	90,151
Year ended June 30, 1891	634	147,672	6,500,372	44.02	389,169 28	84,963
Year ended June 30, 1892	642	145,423	7,056,002	48.52		77,381
Year ended June 30, 1893	673	148,868	7,708,888	51 78		73,361
Year ended June 30, 1894	699	145,960	7,524,286	51 55	218,173.60	84,941
Year ended June 30, 1895	731	143,685	7,488,028	52.11	493,889.23	85,588
Year ended June 30, 1896	755	155,398	8,138,947	52 37	449,981.61	87,221
Year ended June 30, 1897	779	161,151	8,223,000	51 02	1,856,474.31	91,398
Year ended June 30, 1898	814	179,814	9,183,693	51.07	786,868 48	94,582
Year ended June 30, 1899	838	174,658	8,310,630	47 58		95,090
Year ended June 30, 1900	847	201,262	10,448,485	51.91	141,171 82	92,713
Year ended June 30, 1901	895	212,217	11,091,099	52 26		102,083

W. H. HARRINGTON,
Superintendent.

E—*Concluded.*

Canada, year by year, from April 1, 1868, to June 30, 1901.



R. M. COULTER,
Deputy Postmaster General.

APPENDIX F

TRANSACTIONS

IN CONNECTION WITH

POSTAL NOTES

APPENDIX F.

POSTAL NOTES.

STATEMENT showing the revenue derived from commission on Postal Notes for the year ended June 30, 1901.

Denomination.	No. of Paid Notes.	Total Paid.	Commission Received
			$ cts.
20 cents	35,607		
25 "	51,070		
30 "	42,542		
40 "	42,424		
		171,643 at 1c.	1,716 43
50 "	71,313		
60 "	36,923		
70 "	27,502		
75 "	30,379		
80 "	31,388		
90 "	26,014		
$1.00	120,550		
$1.50	61,002		
$2.00	78,682		
$2.50	34,036		
		517,789 at 2c.	10,355 78
$3.00	50,880		
$4.00	37,602		
$5.00	99,685		
		188,167 at 3c.	5,645 01
		877,599	$17,717 22

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX F—*Continued.*

STATEMENT showing the number of Postal Notes received from the American Bank Note Company during the Year ended June 30, 1901.

MONTHS.	21 Cents.	26 Cents.	31 Cents.	41 Cents.	52 Cents.	62 Cents.	72 Cents.	77 Cents.	82 Cents.	92 Cents.	$1.02	$1.52	$2.02	$2.52	$3.03	$4.03	$5.03	Total Number of Notes.
1900.																		
July	2,105	3,410	2,745	3,085	4,620	3,175	1,705	1,690	2,090	1,750	7,505	3,990	5,280	2,745	3,615	2,685	7,450	59,645
August	2,880	3,945	3,605	3,260	5,060	3,050	2,075	1,980	2,590	2,110	8,355	4,455	5,970	2,840	4,000	2,960	7,590	66,725
September	2,545	3,760	2,745	2,540	4,085	2,730	1,965	1,330	1,970	1,835	7,260	3,765	4,935	2,520	3,330	2,820	7,170	57,815
October	3,175	4,095	3,640	3,960	5,610	2,950	2,345	1,635	3,535	2,480	9,345	4,400	6,585	2,970	4,325	3,115	8,040	72,185
November	3,330	4,410	3,780	3,815	5,860	3,500	2,735	2,505	2,765	2,410	9,795	5,275	7,240	3,195	4,720	3,995	9,360	78,690
December	3,775	5,020	4,310	4,270	7,575	4,085	2,465	2,965	3,235	2,620	12,220	6,715	8,205	4,135	5,640	4,305	10,990	92,530
1901.																		
January	5,305	7,565	5,675	5,680	9,565	5,005	4,325	4,815	4,780	4,145	15,625	8,890	9,780	3,990	6,180	4,715	10,035	116,075
February	3,310	4,410	4,115	3,740	6,465	3,255	3,025	3,245	2,680	2,660	10,935	5,530	6,325	3,135	4,220	3,095	7,580	77,725
March	3,445	5,165	3,970	4,335	6,495	4,005	2,915	3,295	3,195	2,715	11,585	5,920	7,310	3,020	4,800	3,415	8,630	84,215
April	4,000	5,135	4,400	4,350	7,280	3,620	2,930	3,310	3,290	3,010	12,790	6,210	7,680	3,195	4,560	3,190	8,875	88,125
May	3,565	4,795	4,450	3,970	6,810	3,535	2,595	2,535	2,950	2,910	10,515	5,220	6,910	3,340	4,570	3,280	9,045	80,995
June	3,110	4,805	3,570	3,505	6,300	3,200	2,140	2,520	2,925	2,290	9,810	4,975	6,550	2,885	4,250	3,700	8,185	74,720
	40,515	56,755	47,005	46,510	76,325	42,110	31,220	31,825	36,005	30,935	125,740	65,345	82,770	37,950	54,210	41,275	102,950	949,445

APPENDIX F—*Continued.*

Summary of Postal Notes issued to Postmasters during the Year ended June 30, 1901.

Months.	Number of each class of Postal Note.																	
	21 Cents.	26 Cents.	31 Cents.	41 Cents.	52 Cents.	62 Cents.	72 Cents.	77 Cents.	82 Cents.	92 Cents.	$1.02	$1.52	$2.02	$2.52	$3.03	$4.03	$5.03	Total Number of Notes.	Total Value
1900.																			$ cts
July	2,105	3,110	2,745	3,085	1,620	3,175	1,705	1,690	2,090	1,750	7,505	3,990	5,280	2,745	3,615	2,685	7,450	59,645	104,218 45
August	2,880	3,945	3,608	3,260	3,060	3,050	2,075	1,980	2,590	2,110	8,355	4,455	5,970	2,840	4,000	2,960	7,580	66,728	112,427 78
September	2,545	3,700	2,745	2,540	4,085	2,730	1,965	1,820	1,970	1,895	7,260	3,765	4,935	2,520	3,330	2,820	7,170	57,815	100,220 50
October	3,175	4,100	3,640	3,960	5,610	2,950	2,345	1,635	3,535	2,480	9,345	4,400	6,585	2,950	4,325	3,115	8,040	72,190	129,413 60
November	3,330	4,410	3,780	3,815	5,860	3,500	2,735	2,505	2,765	2,410	9,795	5,275	7,240	3,195	4,720	3,995	9,360	78,690	136,318 95
December	3,775	5,020	4,310	4,270	7,375	4,085	2,465	2,965	3,235	2,620	12,220	6,715	8,205	4,135	5,640	4,305	10,980	92,530	160,160 95
1901.																			
January	5,395	7,565	5,675	5,680	9,565	5,005	4,325	4,815	4,780	4,145	15,625	8,890	9,780	3,990	6,180	4,715	10,035	116,075	177,264 05
February	3,310	4,410	4,115	3,740	6,405	3,235	3,025	3,245	2,680	2,660	10,935	5,530	6,325	3,135	4,220	3,095	7,580	77,725	122,974 95
March	3,145	3,167	3,970	4,335	6,195	4,005	2,915	3,295	3,195	2,715	11,385	5,925	7,310	3,020	4,800	3,415	8,630	84,215	135,595 60
April	4,090	5,435	4,490	4,350	7,280	3,620	2,930	3,310	3,290	3,010	12,790	6,210	7,680	3,195	4,560	3,190	8,875	88,125	138,949 65
May	3,765	4,795	4,450	3,970	6,810	3,535	2,595	2,935	2,950	2,940	10,515	5,220	6,940	3,340	4,570	3,280	9,045	80,995	133,248 35
June	3,110	4,805	3,570	3,565	6,300	3,200	2,140	2,520	2,925	2,290	9,810	4,975	6,560	2,885	4,250	3,700	8,185	74,720	124,721 10
	40,545	56,760	47,008	46,510	76,325	42,110	31,220	31,825	36,005	30,935	125,740	65,345	82,770	37,950	54,210	41,275	102,950	949,453	1,566,514 13
The following Notes were returned by Postmasters and cancelled in the above:		5	3															8	2 23

APPENDIX F—*Continued.*

STATEMENT showing the number of Postal Notes returned to the Postal Note Division by Postmasters, &c., during the Year ended June 30, 1901.

MONTHS.	NUMBER OF EACH CLASS OF POSTAL NOTE.																Total Number of Notes.	Value.
	21 Cents.	26 Cents.	31 Cents.	41 Cents.	52 Cents.	62 Cents.	72 Cents.	77 Cents.	82 Cents.	92 Cents.	$1.02	$1.52	$2.02	$2.52	$3.03	$4.03	$5.03	
1900.																		$ cts.
July	22	21	9	13	28	12	10	9	12	9	45	26	26	27	23	18	11	351	626 89
August	16	19	20	17	30	15	26	8	20	9	39	17	25	12	15	10	19	317	423 61
September	21	23	18	30	25	24	20	17	23	13	44	27	38	16	23	20	28	410	608 59
October	24	25	24	33	36	19	21	15	18	21	56	27	36	21	22	20	39	457	690 99
November	45	59	40	53	51	43	66	51	40	34	59	68	57	45	38	35	54	858	1,263 46
December	42	61	51	45	57	43	35	35	37	45	85	51	57	31	36	19	48	778	1,023 70
1901.																			
January	25	29	35	28	46	35	30	30	23	20	86	28	37	34	28	20	27	561	754 65
February	47	39	37	32	46	39	31	22	24	33	70	40	62	11	34	25	37	629	857 04
March	17	29	20	14	39	20	9	16	15	7	53	38	29	26	15	16	39	402	635 29
April	38	60	56	46	66	47	44	18	46	34	85	56	53	32	22	9	27	739	836 06
May	29	37	33	36	46	21	15	7	17	10	70	41	44	17	24	13	28	488	648 36
June	39	51	31	35	64	31	33	28	33	38	73	40	54	39	41	41	48	719	1,078 77
	365	453	374	382	534	349	340	256	308	273	765	459	518	311	321	266	435	6,709	9,447 41
Of the above the following were re-issued to Postmasters		5	3															8	2 23

The balance were cancelled.

APPENDIX F—*Continued.*

STATEMENT of the number and value of paid Postal Notes received in the Postal Note Division during the Year ended June 30, 1901; the value of Postage Stamps affixed thereto to enable broken amounts to be remitted, and the amounts paid in Postage Stamps for Extra Commission.

MONTHS.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	$1.00	$1.50	$2.00	$2.50	$3.00	$4.00	$5.00	Total Number of Notes.	Total Value including Postage Stamps affixed.	Value of Postage Stamps affixed for retransmission of Value.	Extra Commission paid in Postage Stamps.
1900.																			$ cts.	$ cts.	$ cts.
July	2,110	3,203	2,824	2,931	4,652	2,482	1,700	1,660	2,118	1,727	7,343	3,815	5,205	2,417	3,641	2,686	7,329	57,924	100,531 02	377 97	5 24
August	2,112	3,160	2,652	2,708	4,490	2,206	1,568	1,691	2,123	1,490	7,418	3,474	5,023	2,342	3,434	2,632	7,280	55,812	98,173 19	340 04	3 13
September	2,473	3,137	2,618	2,843	4,169	2,353	1,549	1,657	2,006	1,526	7,189	3,105	4,780	2,271	3,102	2,166	6,968	55,012	95,169 91	322 91	3 77
October	2,568	3,735	3,210	3,256	5,195	2,804	1,891	2,008	2,387	1,838	8,714	4,351	6,043	2,796	4,159	3,287	8,268	66,569	116,075 31	402 66	4 10
November	2,704	3,927	3,283	3,375	5,514	2,870	2,149	2,199	2,597	2,011	9,066	4,747	6,583	2,819	4,134	3,353	8,205	69,277	118,619 97	454 27	4 85
December	3,425	5,278	4,145	4,028	7,846	3,730	3,014	3,380	3,096	2,535	13,155	6,929	8,242	3,515	5,395	4,000	10,243	92,056	158,154 09	490 79	4 51
1901.																					
January	3,808	4,511	4,554	4,437	7,576	4,033	3,087	4,540	3,365	3,272	13,625	7,772	8,318	3,345	5,363	3,765	9,033	96,254	150,548 44	522 09	6 12
February	2,786	4,341	3,844	3,568	5,687	3,115	2,521	3,099	2,695	2,310	10,309	5,444	6,490	2,812	4,129	2,840	7,699	74,792	119,100 80	416 48	4 89
March	2,795	3,968	4,203	4,097	6,948	3,706	2,663	3,054	3,084	2,671	12,085	6,000	7,249	3,079	4,405	3,344	8,820	84,269	134,069 56	449 26	4 41
April	2,644	4,411	4,234	4,248	7,115	3,708	2,627	2,742	2,863	2,475	11,564	5,631	7,301	3,048	4,474	3,192	8,727	83,294	131,909 78	436 73	4 36
May	2,903	4,449	4,787	4,747	6,830	3,190	2,264	2,382	2,634	2,194	10,258	5,087	7,234	2,899	4,273	3,129	8,796	75,880	126,304 28	422 83	4 49
June	2,358	3,749	3,128	3,236	5,294	2,726	1,866	2,017	2,280	1,956	9,224	4,347	6,184	2,695	4,069	2,908	8,304	66,509	114,923 25	394 40	7 76
	35,697	50,870	52,512	52,424	81,313	36,923	27,502	30,379	31,388	26,011	120,550	61,002	78,682	34,036	50,880	37,602	99,685	877,709	1,459,015 75	5,045 70	61 84

APPENDIX F—*Concluded.*

STATEMENT showing the number and value of paid Postal Notes received in the Postal Notes Division, year by year, from August 1, 1898, to June 30, 1901.

Year.	20 Cents.	25 Cents.	30 Cents.	40 Cents.	50 Cents.	60 Cents.	70 Cents.	75 Cents.	80 Cents.	90 Cents.	$1.00.	$1.50.	$2.00.	$2.50.	$3.00.	$4.00.	$5.00.	Total Number of Notes.	Total Value including Postage Stamps affixed.	Value of Postage Stamps affixed for extension of value.	Extra Commission paid in Postage Stamps.
																			$ cts.	$ cts.	$ cts.
1899	16,207	33,830	19,428	23,413	44,149	16,402	28,388	.....	15,657	6,490	74,589	32,411	48,316	26,710	15,172	11,182	59,063	471,407	771,490 28	2,272 38	5 56
1900	28,515	47,290	38,817	37,592	61,784	33,461	23,127	30,046	27,963	20,863	102,626	50,578	67,785	31,048	43,989	32,448	91,318	769,250	1,289,976 47	4,897 97	38 46
1901	35,607	51,070	42,542	42,424	71,313	36,923	27,502	30,379	31,388	26,014	120,550	61,002	78,682	34,036	50,880	37,602	99,685	877,599	1,459,015 75	5,045 70	61 84

W. J. JOHNSTONE,
Accountant.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX G

LOSSES SUSTAINED IN COLLECTING THE POSTAL REVENUE AND IN CONDUCTING THE MONEY ORDER AND SAVINGS BANK SYSTEMS.

APPENDIX G.

STATEMENT showing the losses sustained in collecting the Postal Revenue and conducting the Money Order, Postal Note and Savings Bank systems in the Dominion of Canada, brought to account during the year ended June 30, 1901.

		$ cts.
Postage stamps, &c., destroyed by fire at	Sandon, B.C., May 4, 1900	224 16
" " "	South Durham, Que., Sept. 21, 1900	22 54
" " "	Cullton, Ont., Oct. 1, 1900	5 00
" " "	Grand Valley, Ont., Oct. 17, 1900	16 96
" " "	Foxboro, N.S., Nov. 11, 1900	1 00
" " "	Burtch, Ont., Oct. 6, 1900	12 00
" " "	Rodah, Man., March 16, 1901	5 00
" " "	Mariposa, Man., April 12, 1901	12 00
" " "	Burk's Falls, Ont., Aug. 28, 1900	8 64
" " "	St. Sebastien, Que., May 25, 1901	1 50
" " "	Cajdin River, Que., March 15, 1901	33 45
" " "	Pocksha, N.B., June 24, 1901	3 00
" stolen at	Streets Ridge, N.S., July 21, 1900	5 00
" "	Kamloops, B.C., Sept. 25, 1900	7 15
" "	Manchester, Ont., Oct. 18, 1900	10 00
" "	Mount Royal Ave. (Mont.), Oct. 9, 1900	4 00
" "	Headingly, Man., Nov. 25, 1900	20 00
" "	Hillsdale, Ont., April 12, 1901	3 17
" "	Upper Sackville, N.B., May 20, 1901	16 60
" "	Prince Arthur St. (Montreal), Que., May 29, 1901	6 64
" and post office funds destroyed by fire at	Harrowsmith, Ont., Feb. 26, 1901	183 41
" "	Elgin, Man., Jan. 20, 1901	143 57
Post office funds stolen at	Kingsville, Ont., Feb. 22, 1901	1 28
" "	Grand Forks, B.C., Oct. 17, 1900	21 62
Postage stamps in transit to	Kaslo, B.C., burned at Sandon, B.C., May 4, 1900	200 00
" " lost in transit to	Ascot Corner, Que., Oct. 1900	20 00
Part of contents of registered letter mailed by the Postmaster at Head Hill, N.S., on Jan. 17, 1899, lost in transmission to bank		3 50
Post office funds lost in transit from	Nassagaweya, Ont., Jan. 2, 1900	85 00
" "	Inverary, Ont., May 22, 1899	29 00
Shortages in remittances to bank from	Farnham, Que., July 22, 1900	3 00
" "	Shannonville, Ont., May 15, 1901	5 00
Total		1,148 57

R. M. COULTER,
Deputy Postmaster General.

W. J. JOHNSTONE,
Accountant.

APPENDIX H

REPORT OF MISSING LETTERS

CLASS A—REGISTERED LETTERS

APPENDIX II.

REPORT of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada; showing the particulars of each case, and stating the result of the proceedings instituted therein by the Department.

CLASS A.—REGISTERED LETTERS.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1899.	$ cts.					
1	W. J. Rouse	Burkman's Corners, O	Dec. 2	20 00	Wm. Rouse.	St. Mary's (redirected to Arthur.)	Stated not to have been received by the person addressed.	This letter was accidentally destroyed at the Arthur post office. Contents made good by postmaster.	3
			1900.						
2	F. Mareeau.	Beauport, Q....	Mar. 7	15 00	M. Moody & Sons	Terrebonne.	Only $8 stated to have been received	No evidence to account for the alleged discrepancy.	4
3	J. B. Raymond...	Rapide de L'Original.	May 24	3 00	Mrs. J. Hebert	La Conception.-	Stated to have been received without contents.	"	4
4	H. Rahmer	Wellington, B.C	June 7	25 00	K. Rosinmaki..	Creston, B.C.	"	"	4
5	F. McInnes	Brunswick, Me.	" 11	10 00	Mrs. F. McInnes	Clear Springs, P.E.I.	Stated not to have been received by the person addressed.	This letter is stated to have been duly forwarded by the Prince Edward Railway travelling post office to the Clear Springs post office, but not to have reached the latter office. The postmaster of Clear Springs having failed to report the non receipt of this letter was required to make good the contents.	3
6	Miss B. Dobson.	Flint Hill, N.B.	" 16	3 20	J. Shaw	Hillsboro, N.B.	"	This letter duly reached the St. John and Amherst travelling post office, where further trace of it could not be found. Contents made good by railway mail clerk in charge.	3
7	Department of Public Works	Ottawa	" 20	16 91	A. Bolduc	Lauzon, Q.	"	This letter was mis-delivered by the postmaster of Lauzon to a person	3

									bearing the same name as the addressee. Contents made good by postmaster at Lacoon.	
8	W. B. Robertson	Baldon, M	July	2	5 00	Mrs Geo Johnson	Vancouver,	Stated to have been received without contents.	No evidence to support claim for the alleged discrepancy.	7
9	Geo. Curry	Irrapoos	"	11	5 00	Gertrude Thompson.	Cornwall. . .		These letters were contained in a mail stated to have been despatched on July 11 by Grand Trunk Railway travelling post office west for Cornwall, not to have turned to reach the latter post office. Causes of failure not discovered.	2
10	H. L. Soper	Morrisburg	"	11	61 57	Geo. Bagelow.	"	Stated not to have been received by the persons addressed.		
11	The Molsons Bank		"	11	189 60	O. Mather.	Longtownville..			
12	Harvey Co.	Milles Reeches	"	11	110 00	Bank of Montreal	Cornwall.			
13	A. Pelletier.	CheminTache, Q	"	17	10 00	A. Grondin	St. Leonards, N.B		This letter only reached the St. Leonards station post office, where no further trace of it could be found. Contents made good by postmaster.	3
14	J. A. Gendet	Lac Maganic	"	19	3 20	M. Gelinas	Grand Mere, Q.	"	The Grand Mere post office was struck by lightning on July 31. The building was totally destroyed and these letters consumed.	10
15	Mrs. H. Coutier	Montreal.			2 00	H. Cloutier	"	"		
16	E. Wright	Rat Portage	"	25	15 00	Mrs. F. Wright	Big Fork, O		The letters were stolen from the Big Fork post office by a party who returned in proper season to get them, contents made good by postmaster, who had failed to place the letters in a secure receptacle.	3
17	Mrs. Lewis		"	25	2 00	Mrs. W. Stephenson	"			
18	D. McLean.	Valleyfield	"	25	10 00	W. J. McLean.	"			
19	Miss Mussy	Cornwall	"	25	5 00	H. Mussy	La Vallee,			
20	Jas. M. Hutchison	Grand Bay, O	"	26	32 00	T. Eaton Co	Toronto	"	The mail in which this letter was contained was thrown by the contractor to an officer on board the steamer Islander, but failing to reach the vessel fell into the water and was lost. Contents made good by the steamboat company.	3
21	Jessie McLean	Winnipeg.	Aug.	12	200 00	J. McNaughton.	Donnea, M		This letter was of two pages, as Winnipeg post office was a party at the time empty and thinking the envelope was used and posted the letter with the letter and envelope. However, however, could not be found, and had to be sent to destination in that way.	1
22	E. F. Cunningham	Port Essington, B.C.	"	27	25 00	G. R. Jackson	Victoria, B.C	Stated to have been received without contents	The Port Essington post office was ordered to [illegible] on the 23rd of September, and [illegible] this letter [illegible]	9

APPENDIX H—*Continued.*

A.—REGISTERED LETTERS.—Report of all cases occurring within the year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class as Recapitulation.
					Name.	Place.			
			1900.	$ cts.					
23	C. P. Hudon.	Golden, B.C	Aug. 29	4 00	L. Gerbeault.	Kamloops	Stated to have been received without contents.	The Kamloops post office was entered by burglars on the night of September 17, and this letter rifled of its contents. No clue to the perpetrators of the robbery.	9
24	R. Cunningham & Son.	Port Essington.	Sept. 1	7 00	Armstrong & Morrison.	Vancouver			
25	R. Cunningham & Son.	"	" 1	14 00	A. J. Engvick	Victoria			
26	D. S. Morrison.	"	" 3	15 00	Mrs. W. H. Dempster.	Vancouver.			
27	" Kazo.	"	" 3	12 00	Juit & Tenura.	"	"	See Case No. 22.	9
28	" Okatsuka.	"	" 4	20 00	"	"			
29	W. J. Matheson	"	" 4	50 00	Geo. Matheson.	Steveston			
30	W. Noel	"	" 5	5 00	International Correspondence School.	Scranton, Penn			
31	R. A. Patterson	Killarney (Rx. station box).	" 7	6 00	J. J. Follett	Toronto	Stated not to have been received by the person addressed.	This letter disappeared in the Sault Ste. Marie post office to which it had been forwarded *en route* to destination. Contents made good by postmaster.	3
32	E. J. Barford.	Arrowhead	" 9	5 00	E. C. Davis.	Kamloops	Stated to have been received without contents.	The Kamloops post office was entered by burglars on the night of September 17, and this letter rifled of its contents. No clue to the perpetrators of the robbery.	9
33	Mrs. A. Scott.	Russell, O.	" 13	15 00	Miss J. E. Scott	Ronald, M.	"	No evidence to account for the alleged discrepancy.	7

34	Postmaster of Montreal	Montreal		15	$20 in stamps	Postmaster	Ascot Corners, Q.	Stated not to have been received by the person addressed.	The mail in which these letters were contained was caught under the wheels of the train at Ascot station and destroyed. No trace of the letters could afterwards be obtained.	10
35	La Banque Nationale	Sherbrooke		13	8 75	J. Boucher				
36	Dominion Bank	Uxbridge		14	70 00	C. Weller	Zephyr		The Zephyr post office was entered by burglars on the night of September 16, and the letter stolen. Contents made good by postmaster, who had intended to have proper care of the letter while in the custody of his office.	8
37	Mrs. W. H. Watson	Elgin, M		17	4 00	T. Eaton Co.	Toronto	Stated to have been received without discrepancy.	No evidence to account for the alleged discrepancy.	7
38	Edith Ferne	Ferne, B.C.		17	5 00	Mrs. Jas. Manson	Kamloops	"	"	
39	W. J. Glencross	Yarmouth		18	20 00	J. O. Graham	"	"	See Cases Nos. 23 and 32	9
40	E. E. Seney	St. Leonard's Station, Q.		18	30 00	M. Ragah	Quebec	Stated not to have been received by the persons addressed.	Contents made good by postmaster of St. Leonard's Station, who was unable to afford a satisfactory explanation of the disappearance of these letters.	3
41	E. E. Seney	"		18	10 00	Cornish & Co.	Washington, N.J.	"	"	
42	Postmaster	Hawk Lake, M		21	8 00	Postmaster	Winnipeg	"	The mail in which this letter was contained was left by the contractor for the Hawk Lake and Station service on the outbound post, in error, and was stolen. Contents made good by the contractor.	8
43	Mrs. Alex. McTaggart	Stayner		29	6 00	" Rogers	Toronto	Only $4 stated to have been received.	No evidence to account for the alleged discrepancy.	7
44	J. Colbert	Westwood, M	Oct.	6	3 20	Department of the Interior	Ottawa	Only 20c. stated to have been received.	" " "	7
45	G. Nodson	Lake Bennett		8	50 00	A. Beatty	Atlin, B.C.	Stated to have been received without contents.	Still under enquiry	11
46	Postmaster	Winnipeg		13	1,000 00	Eastern Townships Bank	Grand Forks B.C.	Stated not to have been received by the persons addressed.	The Grand Forks post office was entered by burglars on the night of October 27, and these letters stolen. No clue to the perpetrators of the robbery.	9
47	C. A. Hendberg	Lytton, B.C.		15	7 50	J. Ward	"	"		
48	Postmaster	Greenwood, B.C.		17	2,000 00	Eastern Townships Bank	"	"		
49	Geo. McKenzie	Lac Bleu, Q.		18	40 00	W. R. Brock & Co.	Montreal	Only $80 stated to have been received.	A registered letter addressed to Grand Forks, B.C., was handed by a person unknown to the writer as a railway mail clerk, who was convicted of stealing without these letters for which he was sentenced to six years in the penitentiary.	6
50	F. S. Purdy	Gaspe, Street, St. John		19	65 00	C. S. Purdy	Great Shemogue	Stated not to have been received by the person addressed.	Case still under enquiry	11

APPENDIX II—*Continued.*

A.—REGISTERED LETTERS.—Report of all cases occurring within the year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1900.	$ cts.					
51	D. McRae	Lost River, Q.	Oct. 20	29 09	Wm. Good	Shrewsbury, Q.	Only $23 stated to have been received.	See case No. 49	6
52	W. Haunymak	Arden, M.	" 30	10 00	Mrs. W. Haunymak.	Sifton, M.	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	4
53	A. C. Archibald	Winnipeg.	Nov. 12	1,000 00	J. E. Gaud	Napinka, M.	Only $980 stated to have been received.	" "	4
54	Postmaster	Windermere, B.C.	" 13	10 00	Consolidated Stationery Co.	Winnipeg.	Stated not to have been received by the person addressed.	This letter is stated to have been despatched from Windermere to Fort Steele, en route to Winnipeg, but not to have reached the Winnipeg post office. Certain precautions in connection with the treatment of the letter having been neglected by the postmasters of Windermere and Fort Steele, the postmasters in fault were required to make good the loss.	3
55	Jas. Ross	Perth.	" 19	20 00	Mrs. Jas. Ross	St. Henri de Montreal.	"	This letter duly reached the St. Henri de Montreal post office, where further trace of it was lost. Contents made good by postmaster.	3
56	B. Chambers	Riv. St. Jean, Q.	" 20	17 15	D. H. Keeley	Ottawa			
57	"	"	" 20	16 57	"	"			
58	C. Banden	"	" 20	1 00	Fam. Herald and Star.	Montreal.			
59	P. G. Touzel	Sheldrake	" 20	5 25	"	"			
60	"	"	" 20	12 00	E. Geroux	Quebec.			
61	W. Baker	Esquimaux Point	" 20	2 60	T. Eaton & Co.	Toronto			
62	G. Arseneault	"	" 20	35 00	J. B. Dion & Co.	Quebec.			
63	J. Boudreau	"	" 20	65 00	D. Darabauer	Montreal.			

64	L. Cyr		"	29	15 00	A. Conway	Quebec		
65	P. A. Perron	"	"	29	3 00	P. Perron	Beauharnois		
66	P. Cormier	"	"	29	20 00	E. Lamontagne	Quebec		This mail was lost in the wreck of the steamer *St. Olaf*, which occurred some time towards the end of November, while the vessel was homeward bound from Esquimaux Point.
67	"	"	"	29	45 00	Geo. Montreuil	"		
68	W. Eaton	"	"	29	60 00	"	"		
69	W. H. Foley	"	"	29	5 00	Alice Foley	Lewis		
70	"	"	"	29	47 78	A. Boivin	Quebec		
71	"	"	"	29	9 45	Thos. Delaney	"		
72	"	"	"	29	32 94	B. Houde & Co.	"		
73	"	"	"	29	28 25	O. I. Richardson & Co.	"		
74	C. Maloney	Mingan	"	29	15 00	Geo. Montreuil	"		These letters, it is stated, were contained in the mail of November 21, made up by the railway mail clerks on the North Bay and Sault Ste. Marie travelling post office for the steamer *James Long*, for transmission to destination, but to have failed to reach Gore Bay. Careful inquiry failed to establish how the loss occurred.
75	P. A. Perron	Esquimaux Point		29	1 91	Hearn & Harrison	Montreal		
76	P. Cormier	"	"	29	10 00	Drouin Freres & Cie.	Quebec		
77	A. Gaul	Sault Ste. Marie		29	5 00	Mrs. G. Ayts	Cockburn Island		
78	W. A. Smyth	Bruce Mines		29	55 50	J. R. MacGregor	Gore Bay		
79	J. A. M. Dugas	Assy Bank, M.		29	20 00	F. E. Stevens	West Selkirk, M.		These letters duly reached the Stonewall post office en route to destination, and are stated to have been despatched from Stonewall to Winnipeg, but not to have reached the Winnipeg post office. Carpenter made good by the postmaster of Stonewall, who failed to take certain precautions in connection with the despatchment of the letters.
80	Lagac Avenue			29	1 00	Sun Life Insurance Co.	Winnipeg		
81	J. N. Legge	Moncton-road, West, N.B.	Dec	13	37 00	J. A. Pappet	Quebec		
82	J. L. [illegible]	[illegible]		13	2 00	T. Eaton & Co.	Toronto		These letters had constituted a registered parcel from Montreal to the Montreal and Ottawa railway mail clerk travelling route, which disappeared at the railway station. Postmail authorities are holding responsible for the loss on the ground that the parcel was delivered by the railway authorities improper protection to the mail in question.
83	Mrs. G. A. [illegible]	Belleville, R.		13	2 00	"Herald & Knowledge & Supply	"		
84	J. H. [illegible]	Montreal		13	1 00	"Herald & Star"	Montreal		
85	J. Williams	"		13	20 00	T. Eaton Co.	Toronto		
86	J. L. [illegible]	Belle Epo		13	1 00	"La Presse"	Montreal		
87	H. G. Lamont	"		13	1 00	Montreal "Star"	"		
88	J. K. [illegible]	Lachine, P.Q.		13	1 00	"Herald and Star"	"		
89	J. M. Dubois	Berthier, P.Q.		13	2 00	H. Birks & Sons	"		
90	J. L. Marcil	Amable, St. Eug		13	0 50	"Family Herald and Star"	"		

APPENDIX H—*Continued.*

A.—Registered Letters.—Report of all cases occurring within the year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Registration.
					Name.	Place.			
			1900.						
91	Mrs. D. H. Manuel	Morton, O.	Dec. 17	5 25	Stephen Merrill.	Enterprise, O	Stated not to have been received by the person addressed.	This letter, it is stated, was made up by the Morton post office for Kingston, en route to destination, but to have failed to reach the Kingston post office. Careful inquiry failed to established how or at what point the loss occurred.	2
92	W. Mechener	St. Anns, O	" 17	30 00	H. Dawty	Rosedene, O	"	This letter duly reached the Beamsville post office en route to destination and is stated to have been despatched from Beamsville to Rosedene, but not to have reached Rosedene. Contents made good by the postmasters of Beamsville and Rosedene, who failed to take certain precautions in regard to the treatment of the letter	3
93	Bank of Montreal	St. John	" 19	26 00	Robt. Rivers	Miscou, N.B.	"	Believed to have been stolen by a dishonest employee in the Shippegan post office, to which office the letter was despatched from St. John, en route to destination. Contents made good by postmaster of Shippegan.	3
94	Jos. Goetz	Kenilworth, O	" 20	3 00	Thos. Coffey	London.	"	This letter duly reached the Teeswater and Owen Sound travelling post office from Kenilworth, where further trace of it could not be found. Contents made good by railway mail clerk in charge.	3
95	M. Malcolm	Teeterville, O	" 20	0 85	Wm. Turnbull	Paris, O	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7

96	W. A. Craig	Coutean, Assa.		22	50 00	J. Robinson	Joseph's burg, Assa.			7
97	A. Bingden	"		22	20 00	"	"			7
98	Alex. Speers	Battleford		26	10 00	Miss A. Speers	Winnipeg.	Stated not to have been received by the person addressed.	This letter duly reached the Winnipeg post office, where further trace of it was lost. Contents made good by an employee of the Winnipeg post office through whose hands the letter passed.	3
99	R. Irving	Paisley		26	20 00	Wm. Irving	Winnipeg.	Stated not to have been received by the person addressed	This letter was mis-delivered by an official of the Winnipeg post office. Contents made good by the official in question.	3
100	A. M. Cross	East End, Assa		29	1 00	T. Eaton Co.	Toronto		This letter is stated to have been duly despatched, but to have failed to reach its destination. Cause of failure not discoverable.	2
101	Thos. Anger	Cooley, Assa		29	5 00			Stated to have been received without contents.	No evidence to account for the alleged discrepancy	7
102	J. C. Macdonald	Ardness, N.S.	Prel. Jan.	3		Blanchard, Bentley & Co.	Truro	Stated not to have been received by the person addressed.	This letter was fraudulently obtained from the Truro post office by a lad named Virgil Hoar, who confessed his guilt and was sentenced to 60 days imprisonment. The stolen money was recovered from Hoar.	5
103	St. Amand & Co.	Montreal		7	16 00	J. L. Avoine	St. Gabriel de Brandon, Q.		Contents made good by postmaster of St. Gabriel de Brandon, who failed to report the non-receipt of the letter till the mail in which the letter is said to have been contained	3
104	Wm. Smith	Cumberland, B.C.		9	0 45	Miss M. Sindy	North Salt Spring, B.C.	Only 30 cents stated to have been received.	No evidence to account for the alleged discrepancy	7
105	[illegible]	Lower Ghost Bay, N.S.		13	2 00	Jos. de Young	Lower Montague, P.E.I.	Stated not to have been received by the person addressed	Case still under inquiry	11
106	[illegible]	[illegible] M.		18	1 00	Dowd Cook Co.	Chicago, Ill.			
107	[illegible] E. Mussen			18	1 00	*Evening Herald*	Montreal.		These letters were stolen from the Elgin post office during the night of any date) with absence of the postmaster. No clue to the perpetrators of the robbery.	9
108	[illegible] M. Dougall			18	28 00	S. S. Johnston	Hartney, M.			
109	[illegible] G. Gunn			18	1 10	R. Simpson & Co.	Toronto			
110	[illegible] Johnston			18	1 95	T. Eaton Co.				
111	[illegible]			18	120 00	Merchants' Bank	Winnipeg			
112	Mrs. [illegible] Wilson			20	0 75	[illegible] McKay	Rossevain, M.		The Elgin post office was broken into on the night of January 21, and these letters opened.	10
113	M. W[illegible]			18	13 35	J. Graham	Elgin, M.			
114	N. McIntyre	Deadman, O.		21	1,000 00	N. P. McIntyre	Everett, O.	Only $870 stated to have been received	No evidence to account for the alleged discrepancy.	7

APPENDIX H—*Continued.*

A.—Registered Letters.—Report of all cases occurring within the year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Registration.
					Name.	Place.			
			1901.	$ cts.					
115	R. v. E. F. Scylaz.	Hull	Jan. 26	10 00	E. Leonard.	Windsor Mills, Q	Stated not to have been received by the person addressed.	The mail in which this letter was contained was stolen from the sleigh in which it was being conveyed to Ottawa by two men named H. Dorion and A. Madore, who were subsequently arrested for breaking into the Hull post office, and pleading guilty, were sentenced to six years in penitentiary. Contractor held responsible for the loss.	8
116	Postmaster..	Wolfestown, Q.	" 30	12 00	Postmaster....	Quebec. . .	Only $10 stated to have been received.	Case still under inquiry..	11
117	Miss K. McLeod.	Peterril, Q	Feb. 10	1 65	T. Eaton Co. .	Toronto . .	Stated not to have been received by the person addressed.	This letter was stolen by a party who improperly obtained access to the Peterril post office. Contents made good by postmaster.	8
118	H. W. Thompson .	Moulmette, O	" 13	17 85	Beaver Oil Co..	Montreal .	Only $12,85 stated to have been received.	No evidence to account for the alleged discrepancy.	7
119	Union Bank of Canada.	Carleton Place .	" 19	1,000 00	Union Bank of Canada.	"	Stated not to have been received by the person addressed.	This letter, it is stated, was contained in the mail made up at Carleton Place for the C. P. R. travelling post office east, but to have failed to reach the latter office. Careful inquiry failed to establish how the loss occurred	21
120	J. E. Jones	Dufferin Mines, N. S.	" 21	5 00	Mrs. Alex. Webber.	Dartmouth..	"	There being no evidence to show that this letter was despatched from Dufferin Mines, the postmaster made good the contents.	3

121	Sandwich Mfg. Co.	Hamilton		a	28		A. Fraser	Brockville		The letter duly reached the Fallowfield station post office as claimed, but owing to destruction of the despatch bag in transit, it did not reach the Fallowfield station until after the contents had been delivered to the addressee.	3
122	Jas. Cigarette	Woodstock			28	50 00	Forbes Bros.	Montreal.		These letters were contained in the mail of February 28 from Winchester for Montreal. They were stolen by a dishonest clerk in the Montreal post office, who was detected by the officers, but was, owing to his admitted to bail, and he has escaped from the country. Money made good by friends of the guilty party.	3
123	D. McLean	Ormond			28	15 00	Hawken, Stark & Co.	"			
124	Union Bank of Canada	Woodstock		a	28	87 33	Wm. Petrie & Co.	Russell.			
125					28	1,730 00	Union Bank of Canada.	Montreal.			
126	C. Day	Gananoque.		Mar	4	0 40	Farm and Home	Springfield, Mass.		Believed to have been stolen at the Gananoque railway station. No clue to the perpetrators of the robbery.	9
127	Sarah E. Read				4	2 00	*Brockville Times.*	Brockville.			
128	Alex. M. Neil	Sterling, Ont.			7	6 00	Mrs. Alex. McNeil.	Johnstown, N.S.		This letter disappeared in the St. Peter's post office, to which it had been forwarded en route to destination. Contents made good by postmaster.	3
129	A. Murray	Craigellachie, B.C.			10	5 00	C.P.R. of Canada	Revelstoke		Stated to have been received without contents.	
130	J. McWilliams	Nanaimo, B. C.			10	31 00	W. Hellmer	Craigellachie.		Only $26 stated to have been received.	
131	S. Fraser	Craigellachie, B.C.			10	29 10	J. Watson Mfg. Co.	Winnipeg.		No evidence to account for the alleged discrepancy.	7
132	J. L. Dupuis				10	25 00	Mrs. A. S. Davis	"			
133	C. Bean	Morrisville			12	1 00	J. A. Langelier	Quebec.			
134					12	20 00	Peoples' Knitting Supply Co.	Toronto.		Stated not to have been received by the persons addressed.	
135	W. Fraser				12	2 00	Can. Fire Assn.	Montreal.		The Carlin River post office, to which these letters were supposed to be addressed, was closed on the 31st March, 1886, and the mail was forwarded to Lac Magog, and probably there.	10
136	V. Cusson				12	1 50	Wm. Rennie	Toronto.			
137	A. Landry	St. Anne de la Pocatière			12	2 50	Can. Mut. Live Fire Assn.	Montreal.			
138	J. B. de Cie	St. [illegible]			26	109 10	Mme. J. B. St. Cyr	Ste. Anne de la Pocatière.			
139	A. [illegible]	[illegible]			27	2 10	Home Specialty Co.	Toronto.		Case abandoned [illegible]	17
140	M. Mullen				27	10 25	Frost & Wood	Quebec.			

APPENDIX H—*Continued.*

A.—Registered Letters—Report of all cases occurring within the year ended June 30, 1901, of abstraction from, or loss of, Letters containing money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901						
141	J. Bergeron.	Shawenegan	Mar. 27	1 00	*La Presse*	Montreal			
142	J. Bouvert	"	" 27	24 00	Frost & Wood	Quebec			
143	N. Trudel	"	" 27	25 79	T. J. Callen	Milwaukee, Wis.			
144		Shawenegan Falls.	" 27	10 00	F. Gauthier	St. Adolphe	Stated not to have been received by the persons addressed.	Case still under inquiry.	11
145	G. Santone	"	" 27	13 00	Liomells & Perrero.	New York			
146	M. Gendron	"	" 27	10 00	P. Moreau	St. Methot			
147	W. H. Macalpine	Burrill's Siding	" 27	5 00	Mrs. W. H. Macalpine.	Montreal			
148	C. Burrill	"	" 27	5 25	L. Brunelle & Frere.	Three Rivers			
149	Postmaster	St. Jovite	" 28	60 00	Bank of Montreal	Ottawa			
150	W. D. Graham	"	" 28	16 00	E. D. Marceau	Montreal		These letters were stolen by J. E. Constantin, a railway mail clerk, who was convicted and sentenced to six years in the penitentiary. See Cases Nos. 158 to 166.	4
151	"	"	" 28	25 00	Northrup & Lyman.	Toronto	"		
152	J. N. Lachapelle	"	" 28	15 00	La Caisse d'Economie.	St. Jean			
153	W. Smallwood	Mount Herbert, P.E.I.	" 30	1 00	Imperial Silverware Co.	Windsor, O	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
154	N. Labrecque	St. Anselme	Apl. 3	346 00	Molson's Bank	Quebec	Only $336 stated to have been received.	Case still under inquiry	11
155	Miss Nellie Lang	Clear Springs, M	" 6	8 18	T. Eaton Co.	Toronto	Only $7.18 stated to have been received.	No evidence to account for the alleged discrepancy.	7
156	H. Brentzien	Port Simpson, B.C.	" 9	2 00	Jay & Co	Victoria		Case still under inquiry.	11
157	Geo. Clark	Emo, M	" 10	30 00	T. Eaton Co	Toronto	Only $10 stated to have been received.	No evidence to account for the alleged discrepancy.	7

158	Rev. R. F. Hutchins	Arundel, Q.	4	"	10	2 00	F. E. Grafton & Sons	Montreal		
159	Rev. P. Beauchamp	"		"	10	3 42	Wm. Drysdale	"		
160	"	"		"	10	10 00	L. Reder			
161	"	"		"	10	2 00	J. L. Childs	New York	Stated [illegible] to have been received by the [illegible] addressed.	These letters were stolen by J. L. Childs, a [illegible] who was employed to [illegible] the secretary. See Cases Nos. 140 to 142.
162	"	"		"	10	2 00	Standard Art Supply Co.	London		
163	"	"		"	10	15 00	Rev. R. H. Warden	Toronto		
164	"	"		"	10	27 87	J. A. McGillivray			
165	A. E. Ethon	"		"	10	100 00	City and District Savings Bank	Montreal		
166	Wm. Hillsden	"		"	10	1 25	Farmer Co.	Philadelphia, Pa.		
167	Postmaster	Shannonville, O.		"	15	77 00	Banked Montreal	Ottawa	Only 87 stated to have been received.	No evidence to warrant the case being [illegible] discrepancy.
168	W. A. James	Dutton, O.		"	15	0 80	Geo. N. Morang & Co.	Toronto	Only 80 stated to have been received.	
169	Alice Martel	Lorette, Q.		"	15	2 00	J. B. Martel	Montreal	Stated to have been received without contents.	Case 63, under inquiry.
170	Miss Emma Jones	Mattawa		"	15	3 65	R. Simpson & Co.	Toronto	Stated not to have been received by the person addressed.	These letters were lost in the Mattawa post office. Contents made good by [illegible]
171	"	"		"	15	5 40	T. Eaton Co.	"		
172	F. Crandall	New Glasgow		"	22	3 00	Miss Tites	Moncton		The Moncton post office was entered by burglars on the night of the 27th April and these letters stolen. No clue to the perpetrators of the robbery.
173	Mrs. W. Wall	Bayfield, N.S.		"	22	50 00	Miss J. Priest	Diligent River, N.S.		
174	F. Burgess	Steam Harbour Passenger	May	"	5	3 15	T. Eaton Co.	Toronto	Only 82 stated to have been received.	No evidence to warrant [illegible] discrepancy.
175	Wm. Harvey	Winnipeg		"	6	3 60	W. A. Doyle	Beulah, M.	Only $3.50 stated to have been received.	
176	Rev. [illegible]	Halifax		"	15	300 00	J. M. Wilkes	Seton Island	Only $247 stated to have been received.	
177	A. L. Clemence	Moose Creek, O.		"	28	15 00	National Fence Co.	Merrickville	Stated not to have been received by the person addressed.	There being no evidence to show that [illegible] other than the person to whom Moose Creek [illegible] was addressed [illegible]
178	John Munro	Ashwright		"	29	14 00	P. W. Stanhope	Toronto	Only $4 stated to have been received.	Ascertained [illegible] [illegible] in the Ashwright [illegible] Letter made good by [illegible]
179	P. Anderson	Dunraven, Assa.	June		7	10 00	K. F. Gratta	Norway	Stated not to have been received by the person addressed.	The [illegible] [illegible] [illegible] [illegible] [illegible]
180	E. G. Russell				7	74 18	Cyl. & A. Co.	Calgary		
181					7	200 00	Lyons, Stock & Hamilton	Brantford		

APPENDIX H—*Continued.*

A.—Registered Letters.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
182	C. Grossman	Little Cascapedia	June 11	25 00	Mrs. C. Grossman	Montreal . . .	Stated not to have been received by the person addressed.	There being no evidence of the despatch of the letter from the Little Cascapedia post office, the contents were made good by the postmistress.	3
183	Robt. Tisdale . .	Cobden, O . . .	" 17	30 00	Mrs. R. Tisdale	Annaranth S'tn	" "	Case still under inquiry	11
184	Postmaster . .	Forks Road, O. .	" 30	25 00	Bank of Montreal	Ottawa	Only $20 stated to have been received.	" "	

APPENDIX H

REPORT OF MISSING LETTERS

CLASS B—UNREGISTERED LETTERS

APPENDIX H.

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada.

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1897.	$ cts.					
1	Mrs. Jas. Aitkin		About Oct. 15	2 50	Wm. Jacques	Jarvis	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
			1900.						
2	Miss A. Hyde	Quebec	Jan. 19	1 00	Hy. Morgan & Co.	Montreal	" "	" " "	
3	Miss E. Hale	New Glasgow	" 19	0 40	"	"	" "	" " "	
4	Miss Grant	Montreal	April 2	11 00	Mrs. H. Grant	Douglas	" "	" " "	
5	Mrs. F. McFarlane	Bristol	" 4	5 00	A. T. Currah	Windsor	" "	" " "	
6	H. B. Chapman	Ripley	" 5	0 45	*Farmer's Sun*	Toronto	" "	" " "	
7	Dr. Brownlee	Woodstock	" 8	2 00	Gilmour Bros.	Montreal	" "	" " "	
8	Marie Ange Leclerc	Quebec	" 16	1 00	François Leclerc	St. Laurent d'Orleans	" "	" " "	1
9	W. T. Cooke	Stratford	" 22	10 00	Bates Bros.	Ridgetown	" "	" " "	
10	E. R. Smith	Petrolea	" 30	5 00	Sam. H. Smith	Edy's Mills	" "	" " "	
11	Mrs. Smith	London	May 1	2 00	Chas. Walters	Woodstock	" "	" " "	
12	George Robertson	South Mountain	" 4	2 00	Ottawa *Citizen* Co	Ottawa	" "	" " "	
13	John B. Kay	Embro	" 9	5 00	J. & J. A. Steven-son.	London	" "	" " "	
14	Mr. M. J. Patterson, jr.	Halifax	" 12	12 00	Mrs. M. J. Patterson.	Toronto	" "	" " "	
15	Mrs. H. Millar	Toronto	" 16	1 00	Rev. Mr. Smith	"	" "	" " "	
16	L. Sharp	Woodside	" 14	2 50	Blackwood Bros.	Winnipeg	" "	" " "	
17	W. D. Webster	Lucknow	" 16	1 00	Mgr. Experimental Farm.	Ottawa	" "	" " "	
18	Roger Roblin	Amelinsburg	" 16	1 00	Belleville *Sun*	Belleville	" "	" " "	
19	L. Pearce	Lindsay	" 22	2 00	Mrs. L. Pearce	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7

	20	W. Urquhart	Chatham		22	5 00	Miss N. Field	Dresden	Stated not to have been received by the person addressed.	No trace owing to want of registration.		
	21	Mary Shannon	Berdette, N W T		24	15 00	T. Eaton Co	Toronto	"	"	"	"
	22	Mrs C. Vail	Woodland	"	22	1 00	A. T. Currah	Windsor	"	"	"	"
	23	F. Hart	Keewatin	"	24	5 00	Mrs P. Hart	Cornwall	"	"	"	"
	24	Miss M. B. Brown	Cornwall		27	10 00	Miss A. E. Hill	Montreal	"	"	"	"
	25	Mrs Sumner	London		29	2 00	Miss Emma Beasley	Point Edward	"	"	"	"
	26	Mde C. Rousseille	Montreal	June	1	1 50	Arthur Delcondre	Ottawa	"	"	"	"
	27	Miss Ann Eve Rex	St. Richelle Quebec	"	2	3 00	Elzear Lacroix	Beaver Junction	"	"	"	"
	28	Mrs G. E. Hancock	Grand Basin	"	2	0 75	Haycock & Dudgeon	Montreal	"	"	"	"
	29	Mrs W. H. Lockwood	Deseronto	"	9	2 00	Mrs. Birt	Knowlton	"	"	"	"
	30	Mrs J. Crawford	Gravel Hill	"	9	0 25	The Robt. Simpson Co.	Toronto	"	"	"	"
	31	Robt. Kepley	Toronto	"	12	8 08	Mrs. Kepley	Port Elgin	"	"	"	"
	32	Crown Band	Little Glace Bay	"	13	10 95	D. L. McKay	Lake Annslie	"	"	"	"
	33	P. M.	Kingsley	"	14	0 50	*Evening Herald and Weekly Star*	Montreal	"	"	"	"
	34	P. O.		"	14	0 60			"	"	"	"
	35	Mrs J. Lindsay	St. Thomas	"	15	2 00	J. B. Manks	Woodstock	"	"	"	"
	36	Rev Chichester	Buckingham	"	20	6 50	M. Johnson	Ottawa	"	"	"	"
	37	Virginie Grosseau	Lauzon	"	20	0 25	Rev Ludger Pichet	Quebec	"	"	"	"
	38	Mrs C. E. Martin	Treherne	"	21	10 75	J. C. Macnee	Winnipeg	"	"	"	"
	39	Meredith & Foster	London	"	22	2 70	S. Blackburn	Glenesc	"	"	"	"
	40	J. P. Bernier	St. Casade	"	23	13 60	Codville & Co	Winnipeg	"	"	"	"
	41	R. Miller	Inwood	"	27	1 00	*Farm Herald* Publ'g Co.	Montreal	"	"	"	"
	42	A. J. Fraser	Ottawa		27	1 42	W. J. Black	Napanee	"	"	"	"
	43	A. J. Fraser			27	1 72	W. J. Black		"	"	"	"
	44	Mrs W. J. Hutchison			28	4 00	Miss Madge Simonds	Belleville	"	"	"	"
	45	Mrs G. E. Bates	Pipestone Corner		28	5 00	Rev. G. E. Bates	Lanark	"	"	"	"
	46	D. M. McDonald	Wyndford		28	15 00	Mrs McDonald	Brockville	"	"	"	"
	47	[illegible]	[illegible]	July	2	2 00	Mde H. Reeton	Montreal	"	"	"	"
	48	Chas. Hill	Longue		3	2 00	A. D. Thompson	Cornetton	"	"	"	"
	49	[illegible]	Hazelbrook and Post Office		3	5 00	H. B. Moore	Montreal	"	"	"	"
	50	[illegible]	[illegible]		3	12 00	Mrs D. LaPierre	Quebec	"	"	"	"
	51	E. [illegible]	Montmorency		4	20 00	Mrs L. Fortin	Montreal	"	"	"	"
	52	Miss M. Connolly	London		5	3 00	A. T. Currah	Windsor	"	"	"	"
	53	Miss A. [illegible]	Longue		6	2 50	Miss E. Arthur	Bolton	"	"	"	"
	54	Miss A. [illegible]	[illegible]		6	2 00	Mrs C. Mason	Montreal	"	"	"	"
	55	Miss J. [illegible]	[illegible]		6	2 00	T. Eaton Co	Toronto	"	"	"	"
	56	[illegible]	[illegible]		7	2 00	Mrs J. D. Rockwell	Merrickville	"	"	"	"
	57	Miss C. [illegible]	[illegible]		8	1 00	Mrs C. E. Daniel	Canning	"	"	"	"
	58	A. E. [illegible]	[illegible]		8	2 00	Mrs McDonald	Moose Jaw	"	"	"	"
	59	Miss M. Russell	[illegible]		8	1 00	Miss E. Henry	Quebec	"	"	"	"

24 — 1½

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1900	$ cts.					
60	Alice McCormick	Toronto	July 9	12 00	Mrs. John Glendenning.	Vallentyne	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
61	J. Wallington.	Ashworth	" 9	0 60	*Family Herald and Weekly Star.*	Montreal	" "	" " "	
62	James Dillon...	St. Catharines	" 9	5 00	Miss H. Dillon.	Peterboro'.	" "	" " "	
63	The T. Eaton Co.	Toronto	" 9	0 80	Mrs. Middleton	Okotoks.	" "	" " "	
64	Mrs. A. W. Ponton	Ottawa	" 10	5 00	Mrs. Ponton.	Belleville.	" "	" " "	
65	E. Cockrill.	Lytton.	" 10	23 00	O. S. Killan	Vancouver.	" "	" " "	
66	A. Aronson.	Montreal	" 10	10 00	B. Lesser	Ottawa or Winnipeg.	" "	" " "	
67	T. Eaton Co.	Toronto	" 10	0 32	Miss M. Riley	Owen Sound	" "	" " "	
68	A. Rive	"	" 10	5 70	Mrs. G. Rice.	Lambton Mills.	" "	" " "	
69	A. Van Vliet	Lacolle	" 12	10 00	Haycock & Dudgeon.	Montreal	" "	" " "	
70	W. A. Pardy	Ottawa	" 12	3 00	I. H. McConnell	Toronto	" "	" " "	1
71	E. C. Read.	Montreal	" 12	20 00	H. A. March.	Port Hope	" "	" " "	
72	Miss Mary Walker	Quebec	" 14	1 00	Mrs. A. B. Macfarlane.	Westmount	" "	" " "	
73	Dr. De Cow	Montreal	" 15	3 10	Royal Electric Co.	Montreal	" "	" " "	
74	I. H. Gann	Kildonan	" 16	4 25	F. W. Henback...	Winnipeg.	" "	" " "	
75	A. Bertrand	Montreal	" 16	1 50	M. Joint	St. Polycarpe	" "	" " "	
76	F. K. Foster	Renfrew	" 17	2 00	Mrs. F. K. Foster.	Ste. Anne de Bellevue.	" "	" " "	
77	R. A. Patrick.	Yorkton	" 17	20 00	The A. McDonald Co.	Winnipeg.	" "	" " "	
78	J. G. Robertson.	Atwood	" 17	1 00	G. R. Roberts.	Toronto	" "	" " "	
79	P. S. Marion.	Montreal	" 17	2 00	Miss C. Martineau	Joliette	" "	" " "	
80	Miss R. Talbot.	Nanaimo, B.C.	" 17	5 00	Miss E. Williams.	Victoria.	" "	" " "	
81	Jno. Horston.	Vancouver, B.C.	" 18	20 00	Mrs. D. B. Carmichael.		" "	" " "	
82	Geo. Turner.	Thorold	" 19.	2 00	Jas. Parkinson.	Toronto	" "	" " "	

83		Gravenhurst	"	20	15	00	Mrs. J. S. Hill	Aurora	
84	Mrs. Honey	Victoria	"	20	4	00	Mrs. Bessie Honey	Bowen Island	
85	W. Bowie	Cartmell	"	20	11	20	W. P. Sweetman	Winnipeg	
86	Rev. Sister Geoffrey	St. Jean Baptiste, Man	"	21	22	00	Rev. Sr. Assessum	"	
87	Dr. H. Jackson	Ottawa	"	21	4	00	Paterson & Foster	Montreal	
88	Jas. Marray	Exeter	"	22	2	00	London News Co.	London	"
89	Mrs. J. B. Gamble	Brantford	"	23	1	25	Miss A. McIntosh	Toronto	
90	E. Lacroix	Mirabel, Que.	"	23	11	40	M. Argue	Mile End	
91	F. Ness	St. Charles	"	23	2	00	H. C. Mark	Winnipeg	
92	Abt. Saunders	Toronto	"	24	1	00	Mrs. Eagle	Toronto	
93	Mde. E. Dubreuil	Montreal	"	24	1	00	A. Dubreuil	Ste. Anne de Bellevue	
94	A. Bowman	Portage la Prairie	"	24	1	00	The Commercial	Winnipeg	
95	Kate McKeavey	Iberville	"	25	2	00	Miss F. McKeavey	St. Henri de Montreal	
96	W. N. Ferriss	St. Charles	"	25	2	00	R. MacDonald	Winnipeg	
97	A. E. Manning	Willow Range	"	25	8	55	The Consolidated Stationery Co.	"	
98	Mrs. Powell	Milton, West	"	27	0	60	*Evening Herald and Weekly Star*	Montreal	
99	Mrs. Wm. Scharf	Manitou	"	28	5	00	The T. Eaton Co.	Toronto	
100	J. M. Intosh	Morris, Man.	"	28	13	60	Bank Hochelaga	Winnipeg	
101	Trent Mech.	Toronto	"	29	5	00	Miss A. Jackson	Walkerton	
102	Rev. L. Emile Cote	Saints Anges	"	30	9	25	Achille Cote	St. Roch de Quebec	
103	Helen E. Ayers	Paris		30	3	37	Sydney N. Jones	Toronto	
104	J. P. Brenner M.P.	St. Claude, Man		30	10	00	Empire Hotel Building	Winnipeg	
105	Mrs. H. Mellar	Toronto	"	31	1	00	C. E. Hutchison	Bracebridge	
106	Wm. Young	London	"	31	3	00	Mrs. Wm. Young	Toronto Junction	
107	F. H. Spurgeon	Toronto	"	31	2	00	Mrs. E. Spurgeon	Port Hope	
108	Mrs. Hedley		"	31	0	50	Mrs. E. Hedley	Exeter	
109	Mrs. Houston	Strathroy		31	0	25	Smallbone & Ingram	London	
110	Lea Clothing Co.	Toronto	Aug.	1	5	00	J. J. Nelson	Port Colborne	
111	J. Houston	Point Claire	"	1	5	00	Mrs. J. Houston	Montreal	
112	W. E. Gray	Primrose	"	1	5	00	Mrs. W. E. Gray	Galt	
113	Mrs. M. Lyons	Brantford	"	2	5	00	W. M. Kain Co.	Woodstock	
114	Annie Child	Toronto	"	2	6	00	Miss E. Child	Port Carling	
115	C. Dunnigan	Prince Albert, Sask	"	3	4	00	Secy. Minister of the Interior	Ottawa	
116	John Harrington	Perrville	"	5	0	50	*Evening Herald and Weekly Star*	Montreal	
117	Ethel L. Burgess	Moncton	"	6	1	00	Standard Fashion Co.	Toronto	
118	Mrs. Emond	Montreal	"	6	3	00	C. Wilkins	Montreal	
119	Eva Kay	St. John, N.B.	"	7	1	00	Mrs. H. Desmond	Sussex, N.B.	
120	Trent Drug Co.	Toronto	"	8	0	30	J. E. Wilson	Alma	
121	E. L. Cole	Orangeville	"	9	5	00	Mrs. H. Cole	Belleville	
122	Mrs. N. Bremner	Parkmount	"	9	3	00	Mrs. Chas. Boyd	Truro, N.S.	

APPENDIX H—*Continued.*

B. UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1900.	$ cts.					
123	H Leckie	Fox Warren	Aug. 10	55 00	Can. Bk. of Com'rce	Winnipeg	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
124	Lt.-Col. Farley	Quebec	" 10	6 30	Quebec Gas Co	Quebec	" "	" " " "	
125	Miles S. R. Gray	Stanfold	" 10	1 00	*Le Soleil*	"	" "	" " " "	
126	Miss Bascville	Guelph	" 11	1 20	W. A. Murray & Co	Toronto	" "	" " " "	
127	Geo. Cote	Quebec	" 11	1 26	Frances Cote	Montreal	" "	" " " "	
128	C. E. Smith	Montreal	" 12	6 00	Mary Edward	"	" "	" " " "	
129	W. A. Murray & Co.	Toronto	" 13	0 36	Miss Ina Bell	Lauder, Man.	" "	" " " "	
130	G. Bedard	St. Sauveur, Que.	" 14	2 10	N. Perron	Montreal	" "	" " " "	
131	Miss Young	Quebec	" 14	7 00	Miss Allen	"	" "	" " " "	
132	J. C. McIntosh	"	" 14	2 00	Mrs. E. S. Ross	Truro	" "	" " " "	
133	F. C. Hoyt	Klock	" 15	0 50	Toronto *Daily News*	Toronto	" "	" " " "	1
134	Rayner & Co	Selkirk	" 15	7 00	The A. Macdonald Co.	Winnipeg	" "	" " " "	
135	John Pingston	Woodstock	" 15	10 00	E. Pingston	London	" "	" " " "	
136	E. J. Brimer	Toronto	" 16	2 00	Mrs. E. J. Brimer	Grimsby Park	" "	" " " "	1
137	James Stark	Actinolite	" 16	2 00	Mrs. James Stark	Napanee	" "	" " " "	
138	Miss Edna Meredith	Toronto	" 17	1 35	Miss Rowat	Toronto	" "	" " " "	
139	H. M. E. Dubuque	Acton Vale	" 20	15 00	The Singer Co	Montreal	" "	" " " "	
140	Mrs. C. J. Ferguson	Toronto	" 22	2 10	Mrs. J. R. Houston	Paisley	" "	" " " "	
141	Leston Hatton	"	" 23	5 30	Mrs. Thos. Hatton	Young's Point	" "	" " " "	
142	Mrs. F. R. Van Keuren	Whitby	" 23	3 00	Miss Vine McCourt	Toronto	" "	" " " "	
143	Mrs. W. F. Uhlens	Greenway	" 23	0 80	J. A. Sunwell	"	" "	" " " "	
144	W. Richardson	Leonardville	" 23	43 02	W. H. Thorne & Co	St. John	" "	" " " "	
145	W. A. Murray & Co	Toronto	" 23	0 55	Miss Percy	Riversdale, N.W.T.	" "	" " " "	
146	G. W. Scouler	Forest	" 24	6 00	Ben Scouler	Brigden	" "	" " " "	
147	Geo. Silver	Tamworth	" 24	1 00	E. J. B. Pense	Kingston	" "	" " " "	
148	Mrs. Frank Spooner	Red Deer Hill	" 24	9 03	The T. Eaton Co.	Toronto	" "	" " " "	

149	Miss Emerson.	Toronto		25	2 00	Miss M. E. Emerson	Brockbridge
150	R. Macaulay.	Montreal		25	5 00	W. Vaughan.	Montreal.
151	Geo. W. Read	Beechburg		26	5 00	J. J. Denton.	Port Dalhousie
152	Miss S. Bartley.	Rusholme Road		27	2 00	John S. Bartley.	Harrison
153	Rev. Lavergne	St. Pacome		27	6 90	Jos. Cote	Quebec
154	Miss M. A. Whitcombe.	Port Stanley		28	1 00	Miss Cox	Ottawa
155	Miss Barland	Montreal		29	2 00	A. J. Vibert	Montreal.
156	W. J. Sheridan	Zimmerman		30	3 00	Educational Publishing Co.	Toronto
157	L. K. Martin	Redwood		30	10 00	J. W. Fourtitt	
158	J. H. Fraser	Burnstown		30	1 00	*The Sentinel*	
159	Chas. Elliott	Hamilton			25 00	Mrs. J. Elliott	Georgetown.
160	Wesley M. Gill	Centreville			1 00	*The Sentinel*	Toronto
161	L. Fergerald	Ottawa			2 00	*Toronto Saturday Night.*	
162	J. E. Chesher.	One and Lake St. John R. P. O. at Chicoutimi Stn.		31	4 00	J. E. Livernois.	Quebec
163	Miss Bell Hum.	Toronto		31	1 00	Miss M. Hone phreys.	Brantford
164	Miss M. Johns		Sept.	1	0 75	C. Sutton	Woodstock
165	Geo. Ogilvie	Montreal		1	6 00	Miss Osborne	Trenton
166	D. Hutton.			1	18 00	J. C. Cameron, M. D.	Montreal.
167	Miss S. Nesbitt	Ingersoll		3	2 00	Miss J. Owens	Toronto
168	Mrs. Cooper	Montreal		3	1 00	Mde. Picard	Montreal.
169	S. Newton	Winnipeg		3	1 00	H. Mayrick.	Neepawa
170	J. Pitchette	St. Isidore, Que.		4	1 20	H. E. Moore.	Montreal
171	W. D. Pring	Berry's Creek		4	1 00	The Sun Printing Co.	Toronto
172	E. P. Richardson	Greenbell, Assa.		5	5 00	Dept. of Interior.	Ottawa
173	Dr. J. C. Dwyer	Carman		6	5 00	Kozan & Bennett	Mille Roches.
174	Bank of Nova Scotia	Winnipeg			2 00	Dept. of Interior.	Ottawa
175	Geo. Lovell	Carleton		7	26 00	Tingathey Lovell	Montreal
176	A. Lemay	St. Roch de Quebec		7	10 00	Mrs. W. G. Proctor	
177	Miss M. McKellar	Lawyer's Cove		7	2 15	The Rose Publishing Co.	Toronto
178	J. M. Stinson	Toronto		8	7 75	J. Austin Smith	
179	Miss A. M. Erskine	Ottawa		8	1 00	Miss D. Brittain	Montreal.
180	J. M. Rae	Carman		8	5 00	Mrs. C. E. McRae	Newington
181	M. J. Mahon	Winnipeg		9	4 50	R. S. Malone	Killarney, M.
182	[illegible]	[illegible]		10	3 00	Mrs. A. Low.	Toronto
183	W. J. Bennett	Montreal		11	4 00	A. M. Whiteside	Greenwood, B.C.
184	Miss M. A. [illegible]	[illegible]		11	2 00	L. De la Hooke	London
185	The [illegible] Co.	[illegible]		12	0 45	Miss E. Braun	Hornby.
186	W. F. Rankin	Kenora		12	7 00	James Wright & Co.	London.

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1900.	$ cts.					
187	C. H. Griffin	Carnduff	Sept. 13	5 00	Dept. of The Interior.	Ottawa	Stated not to have been received by the person addressed	No trace owing to want of registration	
188	W. G. Bell	Toronto	" 13	2 00	D. Conroy	Toronto	" "	" " "	
189	J. H. Cross	Ottawa	" 13	2 00	Mrs. Cross	Montreal	" "	" " "	
190	W. H. Letcher	Montreal	" 13	5 00	C. M. Campbell	Ottawa	" "	" " "	
191	J. Graham	Carberry	" 13	0 25	H. Wade	Toronto	" "	" " "	
192	Alphonse Couture	Montmagny	" 14	5 00	Mde. A. Couture	Quebec	" "	" " "	
193	Albert York	Tamworth	" 14	1 00	*The Sentinel*	Toronto	" "	" " "	
194	J. W. Harper	Toronto	" 15	2 00	Mrs. J. W. Harper	Norval	" "	" " "	
195	Chas. Hatcher	South Quebec	" 15	5 00	Mrs. J. Wilkinson	Granby	" "	" " "	
196	Annie Tupper	Digby	" 15	5 00	Wm. Craig	Ridgetown, N.S.	" "	" " "	
197	Mrs. L. Schonfeld	Toronto	" 16	2 00	Mrs. Mary Gallagher	Ottawa	" "	" " "	1
198	John Graham	Carberry	" 16	0 25	Henry Wade	Toronto	" "	" " "	
199	Louis Thuviergé	Que. and Lac St. J. R. P. O., Pearl Lake Station.	" 17	3 55	Amanda Thuviergé	Quebec	" "	" " "	
200	J. A. Pinault	Mac. Nder	" 17	8 51	Jos. Cote	"	" "	" " "	
201	Mrs. A. Bell	Toronto	" 17	4 00	John Pratt	Heathcote	" "	" " "	
202	Geo. Perret	Ste. Agathe des Monts.	" 17	1 00	Hy. Morgan & Co.	Montreal	" "	" " "	
203	A. C. Warner	Colebrook	" 17	2 00	E. J. B. Pense	Kingston	" "	" " "	
204	R. A. Graham	Killarney Ry. P.O. Box.	" 17	10 00	Mrs. Jas. Graham	Brookfield	" "	" " "	
205	F. E. Nex	Dauphin	" 17	1 65	World Publishing Co.	Guelph	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
206	B. P. Richardson	Grenfell	" 17	5 00	Dept. of Interior	Ottawa	Stated not to have been received by the person addressed.	No trace owing to want of registration.	

207	May Dingley	Toronto	"	17	0 35	Miss L. McCarthy	Quebec					
208	Mrs. N. Brownwell	Winnipeg	"	18	10 00	W. E. Peaps	Ozanabruck, Centre					
209	Mrs. J. C. O'Donnell	St. Gabriel Sta.	"	19	1 00	J. E. Livernois	Quebec					
210	Bradshaw & Richardson	Winnipeg	"	19	2 00	Dept. of Interior	Ottawa					
211	John O'Neil	Port Hope	"	19	4 00	John McCaughey	Cobourg					
212	Dr. L. Heroux	St. Narcisse, Que.	"	20	2 25	Mde. L. Heroux	Montreal					
213	Mrs. M. Williams	Ste. Agathe des Monts	"	20	0 40	Hy. Morgan & Co						
214	D. Coghlan	Montreal	"	22	2 00	Mrs. Dolan						
215	P. E. Nelton		"	22	10 00	W. E. Thornbee						
216	Enos Lusk	Leggan, Alta.	"	22	3 60	Mrs. Magee	Vancouver					
217	Muir & Jopkson	Calgary	"	24	2 00	Dept. of Interior	Ottawa					
218	R. L. Labelle	Ottawa	"	24	5 00	Miss E. Lasselle	Montreal					1
219	The T. Eaton Co.	Toronto	"	24	0 30	Mrs. A. Burnton	Carse City, B.C.					
220	Dr. M. A. Clandonnet	St. Jean des Chaillons	"	25	12 26	J. E. Livernois	Quebec					
221	L. J. Rioux	Bic	"	25	4 00							
222	C. H. Plante	St. Charles	"	26	1 25							
223	Wm. Faust	Ottawa	"	26	15 00	M. L. Lanne	Montreal					
224	R. E. Rowe	New Westminster	"	26	10 00	Chas. P. Clapp	Vancouver					
225	Mrs. H. Fitzsimmons	Brockville	"	27	10 00	Mrs. C. L. Starnes	Montreal					
226	Mrs. G. Carroll	Paris, Ont.	"	27	10 00	Mrs. P. Duchesnay						
227	D. Lawson	Melbourne	"	27	10 00	J. Cracken & Son	St. Thomas					
228	J. J. Martin	Ottawa	"	28	20 00	Mrs. J. Martin						
229	Mrs. J. McLeod	Vankleek Hill	"	28	1 00	The T. Eaton Co.	Toronto					
230	Hendrie, McCrossan & Ingram	Brandon	"	28	2 00	Dept. of Interior	Ottawa					
231	C. E. McCann	Ottawa	"	29	5 00	Mrs. H. McCann	Acton					
232	Geo. W. Scott	Leaton	"	29	1 00	Peter Henderson	Point Edward					
233	Geo. Long	Toronto	Oct	1	2 00	Mrs. Geo. Long	Hamilton					
234	Mrs. Jas. Shand	Dauphin, Man.	"	1	3 10	The T. Eaton Co.	Toronto	Stated to have been received without money contents.	No evidence to account for the alleged discrepancy.			7
235	Miss Turcotte	St. John, Sub., Que.	"	1	3 00	Mrs. Turcotte	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration.			1
236	Mrs. J. F. Scanlon	Ladner, B.C.	"	2	5 50	The T. Eaton Co.	Toronto	Stated to have been received without money contents.	No evidence to account for the alleged discrepancy.			7
237	Henry Hanlon	Thamesford	"	2	5 00	Mrs. J. McCarthy	London	Stated not to have been received by the person addressed.	No trace owing to want of registration.			
238	Mrs. W. H. Wasson	Lennox	"	3	1 25	Miss L. Huntley	Brantford					1
239	H. W. Watt	Wests Harbr.	"	3	10 00	Mrs. H. W. Watt	Victoria					
240	Jean Denny	Lennox	"	3	5 00	Miss John Dean	Rodney					
241	Henry Cousins	Niagara	"	3	25 00	R. King	Montreal					

APPENDIX II—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1900.	$ cts.					
242	The T. Eaton Co	Toronto	Oct. 1	0 26	Miss C. J. Nicholson	Amherst, N.S.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
243	G. Lauzon	Maisonneuve	" 5	11 50	Montreal Loan and Brokerage Co.	Montreal.	" "	" "	
244	Mrs. L. Smith	Nutt's Corners	" 6	1 00	Mrs. L. L. Smith	"	" "	" "	
245	Mabel Barnwell	Winnipeg	" 7	1 00	The T. Eaton Co	Toronto	" "	" "	
246	G. F. Stevens	Rossland, B.C	" 8	1 00	J. Dougall & Son	Montreal	" "	" "	
247	Mrs. M. Silverthorn	Toronto	" 8	1 00	Rev. J. Glassford	Sunderland	" "	" "	
248	The T. Eaton Co	"	" 8	0 52	Mrs. N. A. Muir (or Miller).	Cranbrook, B.C.	" "	" "	
249	N. Smyser	Aultsville	" 8	1 85	W. S. Connolly	Morrisburg	" "	" "	
250	John Hough	Ottawa	" 8	5 00	Mrs. J. Hough	South London	" "	" "	
251	Thos. Bushnell	Richmond	" 8	0 10	Family Herald Publishing Co.	Montreal	" "	" "	
252	Theophile Hamel	La Beauce	" 8	1 10	J. E. Lavernoss	Quebec	" "	" "	1
253	J. Fitzgerald	Carillon	" 8	1 80	*Weekly Star*	Montreal	" "	" "	
254	Mrs. James Riggs	Vankleek Hill	" 9	4 50	The T. Eaton Co	Toronto	" "	" "	
255	Geo. Rivard	Montreal	" 9	2 00	G. Rivard	St. Ubalde	" "	" "	
256	Mrs. Jas. Duncan	Duncan	" 9	1 25	Mrs. Geo. Cole	Halifax	" "	" "	
257	Mrs. P. E. Rutton	Manitou, M	10	12 00	Mrs. B. F. Canuff	Portage la Prairie, Que.	" "	" "	
258	Mrs. N. Eudis	Grande Ligne	" 10	1 00	*Family Herald and W. Star.*	Montreal	" "	" "	
259	Jas. Fyfe	Riverstown	" 11	0 75	*Family Herald and Star.*	"	" "	" "	
260	Miss Kate Watt	London, St. Marys & Toronto Ry. Post Office.	" 12	5 00	Miss Isabel Watt	Toronto	" "	" "	
261	Amedee Roy	Levis	" 12	3 37	D. Arcand	Quebec	" "	" "	

262	Royal Carpet Co.	London, St. Marys & Toronto Ry Post Office	13	5	00	H. H. Burrows.	Toronto				
263	Allen Mann	Chatham	14	3	00	M. A. Finn	St. John				
264	P. Fitzgerald	Hampton		1	00	*Free Witness*	Montreal.	"	"		
265	Jno. Heugh	Ottawa	15	5	00	Mrs. John Heugh	South London				
266	P. Cote	St. John Sub., Que.	16	2	00	Malle. J. Cote.	Montreal.				
267	Mde. Chas. Sabourin	L. Ascension	16	2	00	Chs. Sabourin					
268	The T. Eaton Co.	Toronto	16	0	40	Mrs. J. W. Howard	Andree, N.W.T.				
269	Miss S. A. Morrison		16	2	15	Metropolitan House Furnishing Co.	Montreal.				1
270	S. Harris	Sorel	16	2	00	Mrs. S. Harris					
271	Mrs. J. D. Maxwell	Prince Albert	16	21	65	T. Eaton Co.	Toronto				
272	D. V. Mosier	Cannington	17	3	25	J. E. Lavernes.	Quebec.				
273	Miss Mary May.	Toronto	17	2	00	J. J. May.	Hamilton				
274	Jno. Anjou	Alexandria	17	1	20	A. Booth & Co.	Montreal.				
275	Hendrie, McKeand & McNeill	McLeod, Alta.	17	2	00	Dept. of Interior	Ottawa.				
276	Mrs. J. A. Marchesi	St. Rochs Quebec	18	7	00	Mrs. Ed. Dubeau	Montreal.				
277	Wm. Lyle	Wingham	18	5	00	Mrs. Jane Lyle	Peterboro'				
278	Miss Hill	F. & London & Ry P. O.	18	5	00	Mrs. Thos. Hill	Wingham.				
279	W. N. Coard	Alexandria	20	2	00	Mrs. Coard	Montreal.				
280	J. A. Sweeney	Longueuil	20	1	00	Dept. of Interior	Ottawa				
281	Miss Jessie Lane	Innisfree N.W.T.	22	1	50	The T. Eaton Co.	Toronto	Only 50 cts. stated to have been received	No evidence to account for the alleged discrepancy		7
282	Miss L. Munson	Milk Ridge	22	1	00	Miss M. Hann	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration		
283	George Empey	Ottawa	22	10	00	Mrs. G. Empey	Brockville				
284	C. G. Fry	Clan Hill Mines	23	1	00	*World Sew. Pub.* Co.	Toronto				
285	H. Martin	Lachine	23	6	00	Mrs. Marquette	Montreal.				1
286	F. St. Germain	Innisfree	23	2	00	Dept. of Interior	Ottawa				
287	L. E. Courtemanche	Montreal Hall	24	1	00	"	"				
288	Thomas Peckham & Co.	Winnipeg	25	2	00		"				
289	Miss E. Gelinas	Trenton	25	3	25	James Easton	Easton				
290	Geo. Lyons		26	5	00	Mrs. N. A. Lyons	Montreal.	"	"		
291	Miss F. Lucas	Red Deer, Alta	26	1	50	The T. Eaton Co.	Toronto	Only 50 cts. stated to have been received	No evidence to account for the alleged discrepancy		7
292	Dr. Jas. Munro	Wrights N.S.	26	2	00	Frank W. Moody	Yarmouth...	Stated not to have been received by the person addressed.	No trace owing to want of registration		
293	Miss Morrison	Ottawa	26	1	00	Miss Matthews	Montreal.				
294	Miss F. Reid	Ottawa Sub Branch 4	27	5	00	Miss A. Mitchell.	"				1

B.—Unregistered Letters.—Report of all cases occurring within the Year ended June 30, 1901. of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter. Name.	Address of Letter. Place.	Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
			1900.	$ cts.					
295	V. Despatie	Ottawa	Oct. 28	10 00	Mad. A. Despatie	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration	
296	Isaiah Dorrey	Sober Island	" 28	2 00	Mrs. I. Dorrey	Hubbard's Cove	" "	" " "	1
297	Rev. A. E. Parson	Ninga, Man	" 29	2 00	Rev. Wm. Briggs	Toronto	" "	" " "	
298	Mrs. Brady	Erin	" 29	1 00	Ruth Hunter	London	" "	" " "	
299	Miss B. E. M. Watson.	Whonnock, B.C.	" 29	15 00	Can. Pac. Ry. Agt	Vancouver, B.C.	" "	This letter was posted for registration at Whonnock, B.C., where it subsequently disappeared. Loss made good by postmaster.	3
300	T. Eaton Co	Toronto	" 31	0 72	Miss N. Reed	Cockburn Island	" "	No trace owing to want of registration.	
301	E. Campbell	Middlemiss	" 31	12 90	Blue Ribbon Tea Co.	Toronto	" "	" " "	
302	Geo. Rutledge	Montcagle Valley	" 31	1 00	*Sun* Printing Co	"	" "	" " "	
303	James Anderson	Toronto	last w. in Oct.	18 00	Henry Jones	Uxbridge	" "	" " "	
304	C. R. Cousins	St. Johns, Que	Nov. 1	10 00	M. Bohrer	Montreal	" "	" " "	
305	Wm. McEachern	Toronto	"	1 20	Mark Clark	Zephyr	" "	" " "	
306	C. A. McKinnon	Vancouver	" 1	15 00	A. Schaff	Extension, B.C.	" "	" " "	
307	Alfred Manning	Seatouth	" 1	2 00	J. J. Ketley	Dunkerron	" "	" " "	
308	E. H. Saunders	Falkland Ridge	" 2	0 10	C. A. McDonald	Halifax	" "	" " "	1
309	Dr. Niven	London	" 2	5 00	J. K. Niven	Montreal	" "	" " "	
310	N. H. Dubois	Acton Vale	" 2	26 00	The Cassidy Co., Ltd.	"	" "	" " "	
311	S. Willett	Montreal	" 2	10 00	Miss L. McDonald	"	" "	" " "	
312	Philippe Lefrançois	Murray Bay	" 4	7 00	Mrs. E. Dubeau	Montreal	" "	" " "	
313	Miss E. D. Estimouche.	Quebec	"	3 00	Rev. S. Brault	Ottawa	" "	" " "	
314	Miss Kilt	Chatham	"	2 00	Miss J. Simpson	Dealtown	" "	" " "	
315	A. Reid	Brockville	" 5	5 00	Mrs. A. Reid	Ottawa	" "	" " "	
316	Annie Hackett	Bolton	" 5	0 50	R. Simpson & Co	Toronto	" "	" " "	

317	06	Morrisset	La Beauce	..	6	2 56	Bureau de la Brigade	Quebec	..	..	..	..	..	..
318		Elizabeth Simons	Winnipeg	..	6	1 00	The T. Eaton Co.	Toronto	..	..	..	..	..	..
319		The T. Eaton Co.	Toronto	..	6	0 96	Miss Nellie Brock	Kazabazua	..	..	..	..	..	..
320		Miss M. Maley	..	..	6	13 05	Mrs. Jas. Sproule	Utopia	..	..	..	..	..	..
321		Miss Lesson	..	..	7	1 00	Miss A. Lesson	Montreal	..	..	..	..	..	..
322		Miss M. Dawson	Victoria	..	7	1 00	R. Simpson & Co.	Toronto	..	..	..	..	..	..
323		G. W. Robb	Oxford, N.S	..	8	10 00	M. T. O'Sullivan	Montreal	..	..	..	..	..	..
324		L. D. Shaw	Montreal	..	8	10 00	M. McLeod	Toronto	..	..	..	..	..	..
325		F. G. Stevens	Rossland, B.C	..	8	1 00	*Witness*	Montreal	..	..	..	..	..	..
326		M. Olive Jones	Lyonshall, M.	..	8	10 00	Mrs. A. McKnight	Bonsecvain, M.	..	..	..	..	..	..
327		N. Galbraith	Tenlon, M	..	8	2 00	The T. Eaton Co.	Toronto	..	..	..	..	..	..
328		Mrs. A. Wood	..	..	9	5 00	..	..	..	..	..	..	..	..
329		Dominion Lands Agent	Brandon, Man	..	9	0 80	Dept. of Interior	Ottawa	..	..	..	..	..	..
330		R. E. Allen	G.T.R. Stn., Napanee	..	10	5 00	Miss L. Allen	Toronto	..	..	..	..	..	..
331		E. M. Carghill	Portage La Prairie	..	10	5 00	Dept. of Interior	Ottawa	..	..	..	..	..	..
332		Miss M. O. Welch	Toronto	..	10	1 00	Mrs. M. C. Welch	Port Hope	..	..	..	..	..	..
333		Miss Welch	Yorkville	..	12	7 00	Miss M. L. Welch	Uxbridge	..	..	..	..	..	..
334		Miss L. Mayer	Sudbury	..	12	8 00	J. E. Murphy	Ottawa	..	..	..	..	..	..
335		J. Methot	Coteau Landing	..	13	10 05	L. Chaput & Fils	Montreal	..	..	..	..	..	..
336		Alfred Inesson	Kelowna, B.C	..	13	30 00	Mrs. E. Inesson	East Hamilton	..	..	..	..	..	..
337		Wm. Hemphill	Toronto	..	13	5 00	Miss M. Hemphill	Ceylon, O	..	..	..	..	..	..
338		The T. Eaton Co.	..	..	13	0 89	Miss L. Christensen	McLennan	..	..	..	..	..	..
339		F. H. Jones	Edmonton	..	13	2 00	Dept. of Interior	Ottawa	..	..	..	..	..	..
340		Rev. J. Deschamps	North Stukely	..	13	1 00	Buttrick Pub. Co.	London	..	..	..	..	..	..
341		T. J. Kelly	Peterboro	..	14	2 40	P. J. Kelly	Montreal	..	..	..	..	..	..
342		Miss A. MacGregor	Winnipeg	..	14	21 00	Maria MacGregor	Toronto	..	..	..	..	..	..
343		Mabel O. McKay	Ottawa	..	15	1 00	Jos. Brisbois	Ste. Anne de Bellevue, Que.	..	..	..	..	..	..
344		Lawonburg & Co.	Victoria, B.C	..	16	2 52	J. L. Nicholson & Sons.	Montreal	..	..	..	..	..	..
345		G. A. Innis	Hawtrey	..	17	9 30	Erie Tobacco Co.	Kingsville	..	..	..	..	..	..
346		G. Rivenne	Sherbrooke	..	17	5 35	Mde. L. Brunean	Montreal	..	..	..	..	..	..
347		Mrs. J. W. Marling	Montreal	..	17	3 00	Miss Saunderson	..	..	..	..	..	..	..
348		Mde. Mary Perrit	Ile Perrot	..	17	5 00	Mde. Jas. Steele	..	..	..	..	..	..	..
349		Hamilton, McKay & McNeil	Macleod	..	17	2 00	Dept. of Interior	Ottawa	..	..	..	..	..	..
350		Mrs. M. J. Nesbitt	Hamilton	..	18	5 00	Can. Musp. Journal	Toronto	..	..	..	..	..	..
351		E. Sherratt	Duck Lake, Sask	..	19	2 00	Dept. of Interior	Ottawa	..	..	..	..	..	..
352		W. H. Carey	Montreal	..	20	3 00	Dr. Fry	Montreal	..	..	..	..	..	..
353		H. G. Foster	Alma	..	20	6 27	A. C. M. Lawson	Hopewell Hill	..	..	..	..	..	..
354		J. Pepper	Quebec	..	21	1 00	Fig. Brevin	Montreal	..	..	..	..	..	..
355		Jas. D. Hall	Vancouver	..	21	2 25	Alfred P. Morris	Kamloops, B.C	..	..	..	..	..	..
356		[illegible] Avery	Ottawa	..	21	5 00	Mrs. E. Munns	Hamilton	..	..	..	..	..	..
357		F. S. McNutt	Moncton, N.B	..	21	2 00	Master P. T. MacNeil	Truro	..	..	..	..	..	..
358		Ed. Simms	St. Ouesina	..	21	1 00	David Ouellette	Quebec	..	..	..	..	..	..

APPENDIX H—*Continued.*

B.—Unregistered Letters.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1900.	$ cts.					
359	Rev. G. C. Balfour	Avening	Nov. 22	3 25	Globe Office	Toronto	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
360	Miss A. M. Mason	Forrest	" 22	0 52	Mrs. E. Frost.	Montreal.	" " "	" " "	1
361	Mr. McDonald	Lumby, B.C.	" 23	1 00	The T. Eaton Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
362	J. J. Greene	Hamilton.	" 24	10 00	Rev. W. H. Hinks	"	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
363	C. P. Baby.	Windsor, O.	" 25	1 00	Miss M. Salter.	"	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
364	J. A. Boddy	Walkerville.	" 26	13 00	Mrs. J. A. Boddy.	Owen Sound	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
365	Mary Southcombe	Clinton	" 26	5 00	G. B. Southcombe	Toronto	" "	" " "	
366	Dr. O. Bruneau	Montreal.	" 27	10 00	Miss I. Marks	Ottawa.	" "	" " "	
367	S. F. Crosbie	Nesbett, Man.	" 28	2 40	Nation & Shewan	Brandon.	" "	" " "	
368	D. L. Robinson	Belleville.	" 28	15 00	Mrs. D. L. Robinson.	Montreal.	" "	" " "	
369	L. J. O'Neil	Montreal.	" 28	4 00	Mrs. L. J. O'Neil	Sillery Cove, Q.	" "	" " "	
370	Mrs. R. G. Reeds	Toronto	" 28	1 15	S. A. Flumenfeldt.	Goodwood	" "	" " "	
371	The T. Eaton Co'y.	"	" 28	0 64	Mrs. John Clow	Petewawa	" "	" " "	
					thrive.				
372	J. T. Halliday	Peterboro'	" 29	10 00	Mrs. Halliday	Montreal.	" "	" " "	
373	Mrs. N. Lizotte	St. Ouesume, Que.	" 29	2 50	The Franco Am. C. Co.	"	" "	" " "	
374	Mrs. H. Hagarty.	Halifax, N.S.	" 29	5 00	H. B. Hagarty.	Ottawa	" "	" " "	
375	Mrs. MacFarlane	Campbell's Bay.	" 29	2 00	Mrs. R. G. Blyth	"	" "	" " "	

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B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1900.	$ cts.					
417	Mrs. Thos. Vinsen.	Orono	Dec. 12	2 00	Caverhill & Kissock	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
418	Lapp Bros.	Cedar Grove	" 12	12 00	Chas. Petty.	Cherrywood	" "	" " "	
419	T. Magladery	Parkhill	" 13	10 00	Geo. Sheppardton.	Sombra	" "	" " "	
420	G. Nichols	Yorkville	" 15	2 00	Mrs. Walter Nichols	London	" "	" " "	
421	Edward Bates.	St. John	" 15	5 00	Miss E. M. Bates	Sackville	" "	" " "	
422	Mrs. D. Dicks	Toulon	" 15	1 25	The T. Eaton Co	Toronto	" "	" " "	
423	Mrs. Pearce	Fingal	" 15	5 50	Mrs. Evans.	London	" "	" " "	
424	W. H. Redmond.	Thamesville	" 17	9 00	Mr. Gearing.	Brighton	" "	" " "	
425	Mrs. E. F. Champion.	Toronto	" 17	3 00	Norman Dickson	Woodstock	" "	" " "	
426	W. H. Guertin	Napanee	" 17	5 00	W. H. Guertin	Ottawa	" "	" " "	
427	P. Nadeau	Grand Cascapedia	" 17	10 00	Wm. McIntyre	St. John	" "	" " "	
428	Tesse Jackson	Toronto	" 17	10 00	Mrs. R. J. Hooey	Salisbury, O	" "	" " "	
429	W. Simpson	Carman, M.	" 17	1 00	J. Allen	Winnipeg	" "	" " "	
430	J. Howard.	Toronto	" 18	2 00	Jos. Howard, sr.	Cassville	" "	" " "	1
431	Mrs. G. H. Reed.	Markham	" 18	1 00	Mrs. H. Secor	Toronto	" "	" " "	
432	Mrs. E. Richer.	Dunnville	" 18	1 00	S. B. Alexander	Clifford	" "	" " "	
433	Mrs. F. Ricken.	"	" 18	1 00	S. E. Marshall	"	" "	" " "	
434	Mrs. J. Williamson.	Stonewall, Man	" 18	3 25	The R. Simpson Co.	Toronto	" "	" " "	
435	Mrs. W. J. Maas	Toronto	" 19	6 50	D. Cooney.	Windsor	" "	" " "	
436	John Glass	Quebec	" 19	9 00	Mrs. W. Clarke.	Montreal	" "	" " "	
437	Lucy Jacomb.	Montreal	" 19	3 00	W. Jacomb.	"	" "	" " "	
438	Miss McIntyre	On train at Holland, M.	" 19	8 00	R. H. Shoemaker	Brandon	" "	" " "	
439	Miss J. Bell	Bolton	" 19	1 40	The T. Eaton Co	Toronto	" "	" " "	
440	Rev. W. J. Doherty.	Hensall	" 19	2 88	The R. Simpson Co.	"	" "	" " "	
441	P. Rochelean	Ste. Julienne	" 20	6 00	Mde. Rochelean	Montreal	" "	" " "	
442	The T. Eaton Co.	Toronto	" 20	0 56	Mrs. H. Dobell	Cranbrook, B.C.	" "	" " "	

443	Mrs. W. F. Harvey.	St Catharines	"	20	2 00	Mrs. M. McIntyre	Hamilton	"	"	"	"	"	"		
444	Mrs. E. Williams	Hamilton	"	20	4 00	Edward Williams	Ottawa	"	"	"	"	"	"		
445	L. Kellert	Ottawa	"	21	5 00	Mrs. L. Kellert	Montreal	"	"	"	"	"	"		
446	W. G. Sheppard	Montreal	"	22	3 00	Dr. A. T. Hobbs	London	"	"	"	"	"	"		
447	R. Young.	Marlbank	"	22	1 25	J. C. Gamble	Brockville	"	"	"	"	"	"	This letter was handed in for registration at Marlbank and duly entered in record of registered letters, but all further trace of it was lost. Contents made good by postmaster.	3
448	J. Fallon	Montreal	"	22	5 00	Sister Mary Frances.	Lachine	"	"	"	"	"	"	No trace owing to want of registration.	
449	Mrs. W. C. Parmenter.	Toronto	"	22	5 00	Miss H. E. Howard	Montreal	"	"	"	"	"	"		
450	F. Wightman.		"	22	5 00	Miss M. Wightman	"	"	"	"	"	"	"		
451	Hon. A. G. Blair	Ottawa	"	22	20 00	Mr. Thos. Finerty	Great Village	"	"	"	"	"	"		
452	T. Eaton Co	Toronto	"	22	0 60	Hattie Lester	Richmond	"	"	"	"	"	"		
453	"	"	"	22	0 41	Mrs. H. N. Selby	Dinorwic	"	"	"	"	"	"		
454	Miss M. J. Gale	Quebec	"	22	1 00	Miss S. Gale	Jordan	"	"	"	"	"	"		
455	Mrs. J. U. Finney.	Cobourg Station	"	23	2 35	Eva Tinney	Toronto	"	"	"	"	"	"		
456	P. Barter.	Grand Cascapedia	"	24	5 00	Miss A Barter	Montreal	"	"	"	"	"	"		
457	R. R Nichols	Port Perry	"	24	2 50	Mrs. R. R. Nicholls	Toronto	"	"	"	"	"	"		
458	Miss C. Michaud	L'Islet	"	24	0 60	J. E. Moine	Quebec	"	"	"	"	"	"		
459	Miss M Morrison	Ayr	"	25	1 00	Miss C. Tarrell.	Toronto	"	"	"	"	"	"		
460	Henry Campbell	Brockton	"	25	5 00	A. Jeffries	"	"	"	"	"	"	"		
461	Miss R. Dean.	Antioch	"	25	2 00	R. I. Dean	Davisville	"	"	"	"	"	"		
462	D. McNeil	Holland, Man	"	26	1 00	*Free Press* Pub. Co.	Winnipeg	"	"	"	"	"	"		
463	R. Dargavel	Strathroy	"	26	8 00	R. Scott	London	"	"	"	"	"	"		
464	James Cumble	Paris	"	26	1 00	John Dougall.	Montreal	"	"	"	"	"	"		
465	C. Lapointe.	Kamouraska	"	27	6 30	Miss E. Normand	St. Roch de Quebec.	"	"	"	"	"	"		1
466	Miss M. Cohen.	Lanark, O	"	28	5 00	Mrs. J. Cohen	Montreal	"	"	"	"	"	"		
467	Miss J. Depatie	Ottawa	"	28	2 00	Mde. E. Depatie	"	"	"	"	"	"	"		
468	Rev. L. E. Cornelier	Sturgeon Falls	"	28	1 00	Chs. Barbeau	Ste. Marie Beauce	"	"	"	"	"	"		
469	C. C. Skinner	Gananoque	"	28	5 00	W. E. B. Mann	Kingston	"	"	"	"	"	"		
470	Hannah Greenway	Banks Eads	"	28	4 00	Mrs. E. Caughill	Orillia	"	"	"	"	"	"		
471	W. H Margetts	Toronto	"	29	4 00	Mrs. W. H. Margetts.	Niagara Falls	"	"	"	"	"	"		
472	Mrs W F Harvey	St Catharines	"	30	2 00	Miss C. McIntyre	"	"	"	"	"	"	"		
473	Mrs R Mayle	Victoria, B C.	"	31	1 00	J. Dougald & Son	Montreal	"	"	"	"	"	"		
474	A T Dowd	Montreal	"	31	10 00	R. Warmington	"	"	"	"	"	"	"		
475	Miss M Stevenson		"	31	2 00	W. Simoneau	Cap St Ignace, Q	"	"	"	"	"	"		
476	Miss J. E Graham	Hamilton	"	31	6 00	Miss N. Molloy	Toronto	"	"	"	"	"	"		
477	Wm Rowds	Toronto	"	31	3 75	E. H. Woodey, jr.	"	"	"	"	"	"	"		
			1901.												
478	C Stewart	Montreal	Jan	1	2 00	W H Hunter	Quebec	"	"	"	"	"	"		
479	[illegible]	Markham Grove	"	1	1 00	Kingston *News*	Kingston	"	"	"	"	"	"		
480	A [illegible]	Montreal	"	2	2 00	H. Milner	Vankleek Hill	"	"	"	"	"	"		
481	W [illegible]	[illegible] H	"	2	5 00	Dr Kohr Med'e Co	Montreal	"	"	"	"	"	"		
482	Z Ba[illegible]	[illegible]rchault	"	4	3 00	Rev. S. Brault	Ottawa	"	"	"	"	"	"		
483	J W Cottrell	Toronto	"	5	3 00	Mrs. J W Cottrell	Bradford	"	"	"	"	"	"		

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation
					Name.	Place.			
			1901.	$ cts.					
484	W.U.Telegraph Co	Woodstock, N.B.	Jan. 5	0 25	W.U.Telegraph Co	Fredericton	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
485	W. H. Minogue	Montreal	" 5	17 00	Jas. Thompson ...	Morin Flats, Q.	" "	" " "	
486	C. Stewart	"	" 7	2 00	W. H. Hunter	Quebec	" "	" " "	
487	T. McCart	Avonmore	" 7	0 15	The R. Simpson Co	Toronto	" "	" " "	
488	The T. Eaton Co	Toronto	" 7	0 56	Mrs. McCash	Thessalon	" "	" " "	
489	Mrs. G. B. May.	Cartwright, M	" 7	4 00	The T. Eaton Co.	Toronto	" "	" " "	1
490	S. Sobey	Quebec	" 7	2 00	Mrs. Sobey	Montreal	" "	" " "	
491	Marie Phalen	Toronto	" 8	2 00	Miss J. Phalen ...	Brantford	" "	" " "	
492	Mrs. Jos. Lapointe	Quebec	" 8	0 75	Rev. X. Portelance	Ottawa	" "	" " "	
493	D. McGahey	Toronto	" 9	30 00	Robt. McGahey...	Hallville	" "	" " "	
494	F. Godefroy	St. Laurent	" 9	2 00	J. P. Tardive	Quebec	" "	" " "	
495	Miss L. Gildersleeve	Kingston	" 9	2 00	Mrs. S. Smith ...	Kingston	" "	" " "	
496	Mrs. J. Lewis	Charlecote ..	" 9	5 85	Mrs. Percy	Montreal	" "	" " "	
497	Mrs. E. Dery	St. Sexerin de B	" 9	3 00	La Cie France-Am.	"	" "	" " "	
498	Miss Gray	Murray Bay ...	" 9	4 50	Gaspard Germain.	Quebec	" "	This was a test letter and was stolen by a letter carrier of the Quebec post office, upon whom a marked bill contained in the letter was found. The letter carrier in question was sentenced to 5 years in the penitentiary.	3
499	The T. Eaton Co	Toronto	" 9	0 31	Simon Moses	Middlefield, N.S.	" "	No trace owing to want of registration.	
500	"	"	" 10	0 45	Mrs. A. Hunsperger	Didsbury	" "	" " "	
501	J. D. Hayes	Ottawa	" 10	10 00	P. Kenny	Belleville	" "	" " "	
502	J. Tough	Winnipeg	" 10	0 25	Miss M. J. McArthur.	Loughburn	" "	" " "	1
503	Miss M. C. Shaw	Elmvale	" 11	10 00	Miss S. Goodfellow	Montreal	" "	" " "	
504	Miss Phair	Fort Frances	" 12	1 15	The Robt. Simpson Co.	Toronto	" "	" " "	

505	J. W. Weins	Lowe Farm, M	"	12	1	60	The T. Eaton Co.	"	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.			7
506	John Hall	Toronto	"	12	7	00	Mrs. John Hall	Uxbridge	Stated not to have been received by the person addressed.	No trace owing to want of registration.			
507	U. Levêque	Montreal	"	12	5	00	A. Blondin	St. Calixte de K.	"	"	"	"	
508	W. J. Harsell	Toronto	"	13	1	50	Mrs. J. Harsell	Uxbridge	"	"	"	"	
509	Miss J. Patterson	Wharton	"	14	5	00	Miss J. Robertson	Teeswater	"	"	"	"	
510	Elie Lawson	McKenzie, N.W.T	"	14	6	00	John Lawson	Crediton	"	"	"	"	
511	J. C. Walton	Toronto	"	15	5	67	Consumers' Gas Co	Toronto	"	"	"	"	1
512	Mrs. R. Slap	"	"	15	2	30	William Foster	Everett	"	"	"	"	
513	R. Cramer	"	"	15	0	72	Consumers' Gas Co	Toronto	"	"	"	"	
514	Florence McInnis	Lowe Farm, M	"	15	1	60	T. Eaton Co	"	"	"	"	"	
515	Dr. C. M. Gordon	Aylwin	"	16	0	70	Thomas Hood	Ottawa	"	"	"	"	
516	Miss G. Nourse	Sherbrooke	"	16	3	00	Mrs. Woonward	St. Eustache	"	"	"	"	
517	Miss Tasse	Iberville	"	16	7	00	Miss B. Tasse	Montreal	"	"	"	"	
518	D. A. Wood	Barwick	"	17	1	00	T. Eaton Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.			7
519	E. Garton	Toronto	"	17	3	00	Mrs R. D. Henry	Melanethon	Stated not to have been received by the person addressed.	No trace owing to want of registration.			
520	Mrs. M. G. Davies	Chilcoten, B.C	"	17	2	00	Mrs. Rowley	Victoria	"	"	"	"	
521	Miss Crawford	Swan Lake	"	17	0	60	R. Simpson Co	Toronto	"	"	"	"	
522	D. Currie	Sherbrooke	"	18	1	00	Mrs. Currie	Westmount	"	"	"	"	
523	W. J. Luffman	Toronto	"	18	2	00	Miss M. Luffman	Wellington, O	"	"	"	"	
524	Miss N. Parsons	"	"	18	1	15	Miss F. Boswell	Cobourg	"	"	"	"	
525	St. John & Rose	"	"	18	2	03	Atkinson & Atkinson.	Chatham	"	"	"	"	
526	Miss M. E. Card	"	"	18	13	00	Miss Foyston	Minesing	"	"	"	"	
527	E. Valin	Belair, Que	"	19	30	00	Mother Supr. Convent of St. Michel de Bellechasse.	St. Michel de Bellechasse.	"	"	"	"	
528	Mrs. L. C. Woodhall	Macleod, Alta.	"	19	6	00	Mrs. P. C. Maddock	Toronto	"	"	"	"	1
529	Lars Jonson	Everton	"	19	5	00	Henry Wade	"	"	"	"	"	
530	Silas Gilbert	Fave Islands	"	20	1	00	Everett Moore	Parrsboro'	"	"	"	"	
531	Miss C. Tousignant	St. Norbert d'Arthabaska	"	21	2	25	Rev. S. Brault	Ottawa	"	"	"	"	
532	Jos. Flynn	Trans. G. T. R. at Cornwall	"	22	21	00	Mrs. P. Flynn	Toronto	"	"	"	"	
533	J. W. Ste. Marie	Hull	"	23	10	00	J. A. Ste. Marie	Montreal	"	"	"	"	
534	E. E. Cannington	Streetsville	"	23	5	00	Truman Nixon	Dixie	"	"	"	"	
535	Miss A. Hill	Toronto	"	24	0	55	Mrs. R. Hill	Meadowvale	"	"	"	"	
536	J. J. Foster	Montreal	"	24	6	00	Mrs. J. J. Foster	Toronto	"	"	"	"	
537	Mrs. J. V. Caddy	Ottawa	"	24	5	00	Mrs. F. E. A Caddy	Hamilton	"	"	"	"	
538	Geo. Reeves	Belleville	"	24	1	00	Jno. Dougall & Son	Montreal	"	"	"	"	
539	Jos. Bellevu	Barwick	"	24	5	00	Jules Boileau	Ottawa	"	"	"	"	
540	Rev. B. P. Lewis	Iberville	"	29	1	12	J. Mortimer	Toronto	"	"	"	"	

24—H—24

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed	Alleged Contents.	Address of Letter		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
541	Miss Green	Ladner, B.C	Jan. 25	1 35	The Robt. Simpson Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
542	Wm. Marshall	Sydney, N.S	" 25	10 00	Mrs. Wm. Marshall	North End, St. John.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
543	Jennie Armstrong	Victoria	" 25	1 05	The T. Eaton Co.	Toronto	Only 5 cts. stated to have been received.	No evidence to account for the alleged discrepancy.	7
544	Mrs. G. I. Blair	Ashcroft, B.C.	" 26	5 00	R. Simpson Co.	"	Stated to have been received without contents.	" " "	
545	Fred. G. Mara	Toronto	" 26	1 00	Mrs. Thos. Mara	Brampton	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
546	The T. Eaton Co.	"	" 26	0 35	Miss M. E. Boyle	Purdy	" "	" " "	
547	A. Legeunesse	Quebec	" 26	4 00	Miss V. Bédard	Montreal	" "	" " "	
548	Miss Z. Leblanc	St. Hermenégilde	" 26	1 00	Rev. S. Brault	Ottawa	" "	" " "	
549	Miss Bartlette	Knowlton	" 26	5 00	E. F. Bartlette	Montreal	" "	" " "	
550	Mrs. H. H. Dawson	McKenzie, Man.	" 27	1 00	The Robt. Simpson Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
551	John Monteith	Arnprior	" 27	1 00	Adam Ferguson	"	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
552	Harry M. Ives	Toronto	" 27	0 85	G. H. Ives	Colborne	" "	" " "	
553	J. McMenamin	Vancouver, B.C.	" 27	5 00	Mrs. C. W. Dodd	Nelson, B.C.	" "	" " "	
554	Arthur Sinclair	Galt	" 28	2 00	Ed. Barter	Toronto	" "	" " "	
555	Jennie Armstrong	Victoria	" 28	1 05	T. Eaton Co.	"	Only 5 cents stated to have been received.	No evidence to account for the alleged discrepancy.	7

556	Hobbs Hard. Co	London.	"	28	2 14	E. B. Eddy Co.	"	Stated not to have been received by the person addressed.	No trace owing to want of registration.			1
557	C. L. VanBrabant	St. Alphonse, M.	"	28	9 75	C. Millburn.	"	"	"	"	"	
558	John Hammond	Winnipeg	"	30	6 00	A. Hammond	"	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.			7
559	D. W. B. Spry.	Chatham	"	30	3 00	Manager Bank of Toronto.	Barrie	Stated not to have been received by the person addressee.	No trace owing to want of registration.			
560	M. A. Daoust	St. Jean, Que	"	30	1 00	A. Daoust	Montreal	"	"	"	"	
561	Levi Minaker	Bongard's Corners.	"	31	20 00	Landed and Banking Loan Co.	Hamilton	"	"	"	"	
562	The T. Eaton Co.	Toronto	"	31	0 29	Jennie G. Scott	Acton	"	"	"	"	
563	A. Taylor	Windsor	"	31	7 40	Geo. Eastel	Ruscum	"	"	"	"	
564	S. McLeod	Hamilton	"	31	3 50	*The Record*	Montreal	"	"	"	"	
565	W. J. Wilcocks	Sheridan	Feb.	1	1 50	*News* Printing Co.	Toronto	"	"	"	"	
566	O. Letelavre	Montreal	"	1	2 00	T. J. Michaud	Quebec	"	"	"	"	
567	The T. Eaton Co.	Toronto	"	2	0 30	A. B. Montgomery	"	"	"	"	"	
568	Mrs. Kidney	"	"	2	4 15	Miss Kidnie	Mono Centre	"	"	"	"	
569	Mrs. G. Brown	Quebec	"	2	4 00	Mrs. E. Parent	Montreal	"	"	"	"	1
570	Mrs. D. Gagnè	L'Islet	"	2	1 00	Emile Roy.	Quebec	"	"	"	"	
571	Mrs. J. A. Henry	Stockton Station, M.	"	3	2 25	John Craig & Co.	Winnipeg.	"	"	"	"	
572	W. Walker	Victoria, B.C.	"	4	2 07	*Herald and Weekly Star.*	Montreal	"	"	"	"	
573	J. P. Clarke	Montreal	"	4	11 00	Rev. J. A. Jalbert.	Rigaud	"	"	"	"	
574	Mrs. Geo. Laing	Milton West.	"	5	1 00	W. A. Murray & Co	Toronto	"	"	"	"	
575	Miss A. F. Raith	Westboro'	"	5	9 00	Mrs. J. Raith.	Lachute	"	"	"	"	
576	Mrs. M. Davison	Newmarket	"	6	1 06	The Robt. Simpson Co.	Toronto	"	"	"	"	
577	Mrs. Fleming.	Montreal	"	6	1 00	Mrs. Scott	St. Lambert Jct.	"	"	"	"	
578	Mrs. J. Fenner	Cornwall	"	6	4 00	Mrs. J. Fenner	Montreal	"	"	"	"	
579	J. M. Smith	St. John, N.B	"	6	2 00	Dr. F. A. Godsoe	St. John	"	"	"	"	
580	Mrs. M. E. Olmstead	Winnipeg.	"	8	1 10	The T. Eaton Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.			7
581	W. C. Vincent	Battle, Man.	"	8	1 30	"	"	"	"	"	"	
582	Mrs. Jos. Paré	Fort Frances	"	9	$15 or 14	T. Eaton Co.	"	Stated not to have been received by the person addressed.	No trace owing to want of registration			
583	C. H. Parley	Paris	"	9	2 00	J. Wrigley.	Ayr	"	"	"	"	
584	Dr. McCaskey	Toronto	"	9	30 00	R. McCaskey	Hallville	"	"	"	"	1
585	Lilian Shirley.	"	"	11	5 00	Mrs. J. B. Shirley.	London.	"	"	"	"	
586	A. Dion	Hawkesbury	"	11	1 00	Mrs. Wm. Dion.	Montreal.	"	"	"	"	
587	W. J. Barber	Cardinal	"	11	25 00	Gilmour & Co.	Brockville	"	"	"	"	
588	Kate S. Auld	Parliament		12	1 00	The T. Eaton Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.			7

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts					
589	M. Chantal	Montreal	Feb. 12	4 00	Mrs. B. Chantal	St. Albans, Que.	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
590	Miss Phair	Fort Francis	" 12	1 15	The Robt. Simpson Co.	Toronto	" "	" " "	1
591	H. W. Barnes	Halifax	" 12	2 00	S. Dodd	Maitland	" "	" " "	
592	J. M. McCreekie	Glenfossa, Man	" 14	1 25	The T. Eaton Co.	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.	7
593	D. J. Hilliard	Shawville, Que.	" 15	2 00	A. Tyler	London	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
594	Wm. Adams	Winnipeg	" 15	5 00	Mrs. Adams	Montreal	" "	" " "	
595	Miss G. Graham	Ottawa	" 15	5 00	Mrs. W. J. Ireland	Westmount	" "	" " "	1
596	S. Paquette	St. Albert	" 15	10 00	Mde. E. Gauthier	Montreal	" "	" " "	
597	J. H. L. Patterson	Toronto	" 16	10 00	Roderick & Son	St. Thomas	" "	" " "	
598	Wm. C. Brebder	"	" 16	7 00	Wm. Gregory	Elora	" "	" " "	
599	Miss Musgrove	St. Thomas	" 16	1 00	Mrs. Musgrove	London	" "	" " "	
600	F. W. G. Johnson	Drysdale sub P.O., Montreal.	" 16	15 00	Miss E. Williams	Ste. Agathe des Monts.	" "	This letter was posted for registration at Drysdale P. O., but is thought to have been forwarded as an ordinary one. Loss made good by P. M. of Drysdale.	3
601	Ernest More	Victoria Mines	" 17	20 00	James More	Cresmore	" "	No trace owing to want of registration.	
602	Frank Smith	London	" 17	5 00	B. Williams	Ottawa	" "	" " "	
603	R. Nanbert	Ste. Titedes Caps.	" 18	2 00	Mrs. R. Nanbert	Montreal	" "	" " "	
604	Miss L. M. Kirkwood.	Cascades, Que	" 18	3 75	Mr. A. L. Gilman	Aylmer	" "	" " "	1
605	Miss Johnson	Montreal	" 18	1 00	R. Blackley	Toronto	" "	" " "	
606	Mrs. A. Jarvis	Rat Portage	" 18	2 00	James Fraser	Keewatin, Ont.	" "	" " "	
607	Miss L. Saunders	Ottawa	" 19	4 00	A. E. Saunders	Montreal	" "	" " "	

608	J. Duncan	Grimstown.. ..	"	20	1 20	John Dougall & Son.	"	"	"	"	"	1
609	Geo. Buskin	Belleville.	"	21	1 00	Miss F. Killington	Goodwood ..	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.			7
610	E. M. Copeland.	Arkona, O .	"	21	18 00	Kezar & Bennett.	Mille Roches ..	Stated not to have been received by the person addressed.	No trace owing to want of registration.			
611	The Robt. Simpson Co.	Toronto .	"	22	0 25	John F. Crunkshank.	East River, N.S.	"	"	"	"	1
612	J. F. Scholes..	"	"	22	5 00	Miss M. Campbell.	Toronto	"	"	"	"	
613	M. Kennedy .	Cedardale	"	22	4 60	Mrs. Jas. Kennedy	Kingston.	"	"	"	"	
614	Miss B. Mather	Eastallon, Assa., East.	"	23	1 12	The T. Eaton Co.	Toronto	Only 12c. stated to have been received.	No evidence to account for the alleged discrepancy.			7
615	Chas. Labelle	Montreal.	"	23	4 00	M. Chouinard . .	Quebec	Stated not to have been received by the person addressed.	No trace owing to want of registration.			1
616	Miss R. Kennedy	Toronto.	"	24	0 50	Allan Kennedy....	Deer Park .	Stated not to have been received by the person addressed.	No trace owing to want of registration.			
617	Mrs. S. Leppard	. ...	"	24	0 25	Walter Jackson...	Brussels..	"	"	"	"	
618	G. T. Walker	Hamilton	"	25	10 00	E. Chapman .	Campbellville	"	"	"	"	1
619	G. T. Warner.	London.	"	25	6 00	Miss E. M. Warner	Prescott	"	"	"	"	
620	W. C. Gates	Farnham . .	"	26	6 00	Mrs. W. C. Gates.	Montreal. ..	"	"	"	"	
621	O. P. Snow	Kingsley Falls	"	26	3 10	T. W. Boyd .	" . .	"	"	"	"	
622	Thos. Young .	Oak Point, Q.	"	28	1 75	Wm. Briggs	Toronto	"	This letter was posted for registration but was sent forward as an ordinary one. Contents made good by P. M. Oak Point.			3
623	Mrs. J. Warr	Amory .	Mar.	1	0 25	Robt. Simpson Co.	"	"	No trace owing to want of registration.			
624	The Robt. Simpson Co.	Toronto	"	1	3 00	Mrs. Walter James	Cottam . . .	"	"	"	"	
625	Geo. Irwin	" .	"	1	2 39	Geo. Cooper . .	Willowdale. . .	"	"	"	"	
626	Mrs. L. C. Cleaveland.	Clearwater .	"	1	1 00	The T. Eaton Co.	Toronto	"	"	"	"	1
627	The Robt. Simpson Co.	Toronto	"	2	3 75	Rev. J. R. Goodeu	Acton . . .	"	"	"	"	
628	Jos. Bradley	Cardinal.	"	2	10 00	Mrs. M. Bradley..	Montreal.....	"	"	"	"	
629	Thos. Young	Oak Point, Q	"	2	15 00	Com. of Lands, Forests and Fisheries.	Quebec .	"	This letter was posted for registration but was sent forward as an ordinary one. Less made good by postmaster of Oak Point.			3
630	Francis Boston.	White Horse .	"	2	10 00	Miss S. E. Snowdon	Victoria, B.C	"	No trace owing to want of registration.			
631	Geo. DeHaney.	Toronto .	"	3	5 00	Mrs. T. DeHaney.	Kingston. . .	"	"	"	"	
632	Mrs. A. Duncan	Cornwall	"	3	1 00	Mrs. John Durkin	Toronto	"	"	"	"	
633	Lizzie Payne	Toronto	"	3	10 00	Arthur Payne	Slate River Valley.	"	"	"	"	1
634	Mrs. Jos. Lapointe	Forest Junction	"	4	13 00	Mrs. H. Watson	Davisville .	"	"	"	"	
635	Jas. McCormick	On G. T. R. train	"	4	6 00	Mrs. McCormick..	Toronto	"	"	"	"	

APPENDIX H—*Continued.*

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
636	W. Shillingham..	Mitchell.....	Mar. 4	5 00	Mrs. W. Shilling-ham.	Don	Stated not to have been received by the person addressed.	No trace owing to want of registration	
637	Annie Larkin. ...	Quebec	" 4	1 00	Mrs. John Larkin.	Toronto	"	" " "	
638	Rev. P. Plante .	Louisburg, C.B. ..	" 4	5 00	Rev. P. Bournval	DeLorimier, Q.	"	" " "	
639	Mrs. McMillan..	Suthwyn.	" 4	2 30	The Robt. Simpson Co.	Toronto	"	" " "	
640	Mrs. McMillan...	Winnipeg.	" 4	2 15	" " "	"	"	" " "	
641	The Robt. Simpson Co.	Toronto	" 5	0 55	Jos. Carscadden	Collingwood ...	"	" " "	
642	Mrs. L. Corbeil .	St. Jerôme. ...	" 6	2 00	F. Vincent..	Montreal.	"	" " "	
643	Mrs. Wm. Whyte.	Winnipeg.	" 6	1 80	The Robt. Simpson Co.	Toronto	"	" " "	
644	Mrs. W. E. Hall..	Alton	" 7	2 25	" " "	"	"	" " "	
645	H. Barnet	Montreal	" 7	2 00	Miss E. Barnet...	Montreal.	"	" " "	
646	A. Messier..	" ...	" 7	20 00	J. Messier.....	Ottawa	"	" " "	
647	Edwin J. Lush ..	Peterboro'	" 7	3 30	Union Novelty Co.	Toronto	"	" " "	1
648	John Cots & Son.	Toronto ...	" 8	1 50	Miss M. Lucas....	Markdale.....	"	" " "	
649	Mrs. E. S. Pratt	Parry Sound....	" 8	10 00	C. E. Pratt	Belleville.....	"	" " "	
650	I. H. Hirst. . .	Erinview	" 8	2 25	The T. Eaton Co .	Toronto	"	" " "	
651	D. McKinnon ..	Mather . .	" 8	1 00	Imperial Silver-ware Co.	Windsor..	"	" " "	
652	Dr. J. R. Bergeron	St. Flavien.....	" 9	1 23	J. E. Livernois....	Quebec	"	" " "	
653	Chs. Gibson .	Toronto	" 11	3 00	T. A. Brandon....	Toronto	"	" " "	
654	R. T. Brock ...	"	" 11	4 00	Mrs. P. Brock....	Owen Sound. ..	"	" " "	
655	Mrs. B. I. West-wood.	Wellington, B.C .	" 11	5 00	I. Westwood....	NewWestminst'r	"	" " "	
656	C. S. Wilgar... .	Toronto	" 11	5 00	W. D. Wilgar ...	Montreal.....	"	" " "	
657	L. Belanger. ..	Ste. Thérèse	" 11	2 00	J. B. Belanger...	"	"	" " "	
658	Mrs. A. L. Foster.	Dominion City....	" 11	6 25	T. Eaton Co...	Toronto	"	" " "	
659	Chs. Hooey. . ..	Toronto	" 12	2 00	Mrs. M. Hooey	Maldmay...	"	" " "	

660	A. McNamara	"	"	12	2	00	Mr. McIntosh	Burlington	"	"	"	"	"	
661	Dr. J. M. Lapierre	Ste. Anne du Sault	"	12	1	88	J. E. Livernois	Quebec	"	"	"	"	"	
662	A. A. Stewart	Mt. Stewart	"	12	2	50	The Cook Co.	Windsor	"	"	"	"	"	
663	J. A. Dupras	Grand Mere	"	13	7	00	T. Gauthier.	Montreal	"	"	"	"	"	
664	The T. Eaton Co.	Toronto	"	14	0	42	Mrs. Thos. McKenzie.	Brookdale	"	"	"	"	"	
665	Mrs. C. Stark	Waterloo	"	14	3	06	The Cook Co.	Windsor	"	"	"	"	"	
666	L. Terrien	Quebec	"	15	1	00	E. Milhomme	Ste. Catherine, Q	"	"	"	"	"	
667	Wm. Pyke	Duclos, Que	"	15	1	00	*The Guardian* Office.	Toronto	"	"	"	"	"	
668	Mrs. S. J. Graham	Roland, Man.	"	15	2	25	The T. Eaton Co.	"	"	"	"	"	"	1
669	M. Ryan	Tor. & St Mary's R. P. O.	"	15	0	25	Mrs. W. Moore	Barrie	"	"	"	"	"	
670	Mrs. Wm. Reilly	Duclos, Que	"	15	1	00	*The Guardian* Office.	Toronto	"	"	"	"	"	
671	James Carter	Toronto	"	16	3	70	E. H. Matthewman	Ottawa	"	"	"	"	"	
672	Wm. Beaumont	Duncan's Station	"	17	1	00	*The Colonist* Ptg. & Pub. Co.	Victoria, B.C	"	"	"	"	"	
673	Miss M. MacDonald	Revelstoke, B.C	"	17	10	00	The T. Eaton Co.	Toronto	"	"	"	"	"	
674		Kinloss	"	18	0	75	T. R. O'Meara	"	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.			7
675	Mrs. K. J. Tenlon	Shelburne, M.	"	18	2	00	The Robt. Simpson Co.	"	Stated not to have been received by the person addressed.		No trace owing to want of registration.			
676	J. Bousquet	St. Anne	"	19	10	00	J. B. Bousquet	Montreal	"	"	"	"	"	
677	C. L. Wood	Treesbank	"	19	15	00	Willer, Morse & Co.	Winnipeg	"	"	"	"	"	
678	C. Weilbrenner	Sorel, Que	"	20	3	00	Mrs. Weilbrenner	"	"	"	"	"	"	
679	Mrs. L. Porter	Montreal	"	20	1	50	W. B. Craig	"	"	"	"	"	"	
680	The T. Eaton Co.	Toronto	"	20	0	33	C. B. Sanborn	Birchton, Que	"	"	"	"	"	
681	Mrs. Carsell	London	"	20	3	00	Henry Carsell	Pt. Edward	"	"	"	"	"	
682	Annie Cook	Foxton, Man.	"	21	1	37	The T. Eaton Co.	Toronto	"	"	"	"	"	
683	M. Bradley	Carlsruhe	"	21	10	00	Mrs. H. Bradley	Montreal	"	"	"	"	"	
684	Mr. M. T. Meldrid	St. Thomas	"	22	3	00	Mrs. D. E. Smith	Ripley	"	"	"	"	"	
685	Miss H. Patterson	Yorkville	"	23	8	00	Rev. R. Gregory	Mansewood	"	"	"	"	"	
686	Mrs. J. Wilcox	Woodstock	"	23	5	00	Miss B. White	Montreal	"	"	"	"	"	
687	J. Davies	Georgian Bay	"	23	8	00	M. B. McLaughlan	"	"	"	"	"	"	1
688	Bertha McKnight	Toronto	"	24	3	00	Mrs. S. B. Carver	Peterboro'	"	"	"	"	"	
689	M. Vaget	Quebec	"	24	1	00	W. Cerutte	Montreal	"	"	"	"	"	
690	Ben Johnson	Dominion City	"	25	1	35	The Robt. Simpson Co.	Toronto	"	"	"	"	"	
691	L. Hebbard	Toronto	"	26	1	00	Mrs. Hardrile	Montreal	"	"	"	"	"	
692	Hon. J. C. Patterson	Ottawa	"	26	10	00	Miss Patterson	Windsor	"	"	"	"	"	
693	C. H. Cross	Oakville	"	26	1	00	Mrs. J. L. Leach	Baxter	"	"	"	"	"	
694	L. G. Jones	Morris, Man.	"	26	2	24	The T. Eaton Co.	Toronto	"	"	"	"	"	
695	R. S. Dixon	M. Vale Junction	"	26	5	00	C. Flood & Sons	St. John	"	"	"	"	"	
696	A. H. St. John	St. Catharines	"	26	1	05	Can. Stamp Co.	Quebec	"	"	"	"	"	
697	L. S. Miller	Cook's Creek, M.	"	26	1	00	O. Christopherson	Winnipeg	"	"	"	"	"	

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada —*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
698	N. Clement	Ottawa	Mar. 27	3 00	C. Clement	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
699	R. W. Platford	Kamloops	" 27	5 00	Mrs. J. Heath	Winnipeg	" "	" " "	
700	Peter Bellinger	Toronto	" 27	3 50	Wm. Becker	Penetanguishene	" "	" " "	
701	Gustave Perreault	Roberval	" 27	17 00	Ant. Perreault	Quebec	" "	" " "	
702	Miss F. Fredlington	Westmount	" 28	5 00	S. Fredlington	Frelighsburg, Q.	" "	" " "	1
703	F. W. Miskelly	Smith's Falls	" 28	4 00	Jas. Mauder	Westmount	" "	" " "	
704	Mose L'Heureux	Jackfish Lake, Sask	" 28	1 15	The T. Eaton Co.	Toronto	" "	" " "	
705	John Brown	Quebec	" 28	0 25	John Ogilvie	Montreal	" "	" " "	
706	P. Clutchey	Peterboro'	" 29	2 00	Mrs. P. Clutchey	Brechin	" "	" " "	
707	Mrs. Z. W. Heldred	St. Thomas	" 29	1 00	Mrs. D. F. Smith	Ripley	" "	" " "	
708	Miss Torrance	Stapley, O	" 29	1 50	J. C. Price	Ridgetown	Only $1.00 stated to have been received.	No evidence to account for the alleged discrepancy.	1
709	The T. Eaton Co.	Toronto	" 29	0 40	Miss M. Wells	Sherbrooke	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
710	C. J. Sutherland	Meaford	" 29	10 00	John Agnew	Toronto	" "	" " "	
711	Mrs. Graham and Mrs. Lower	Rolland, Man.	" 29	1 25	The T. Eaton Co.	"	" "	" " "	
712	J. Akerod	Hartney	" 29	1 50	*The Tribune*	Winnipeg	" "	" " "	
713	G. Roy	Arthurville	" 30	9 75	Le Droit & Bro.	Quebec	" "	" " "	
714	Arthur Poliquin	St. Félicien	" 31	1 00	Pharmacie Liver-nois	"	" "	" " "	
715	"	"	" 31	2 00	J. A. Moisan	"	" "	" " "	
716	Geo. Insole	Hamilton	April 1	8 05	W. H. McCurdy	Toronto	" "	" " "	1
717	L. Leblanc	St. Phillippe la Prairie	" 1	5 00	A. Leblanc	Montreal	" "	" " "	
718	Kilgour, Rimer & Co.	Winnipeg	" 1	0 30	W. Valentyne	Oak Lake, Man	" "	" " "	

719	Miss Witty	Toronto	..	2	5 00	Mrs H. S. Witty	Montreal	..	..	..	..	..	
720	Elizabeth Rush		..	2	2 25	Mrs. W. Shave	Barrie	..	..	..	..	..	
721	Mrs J. Walford	North Toronto	..	3	10 00	F. C. McLean	Hull, Que	..	..	..	..	..	
722	A. E. Laurie	Gerrie	..	3	5 00	Miss B. Laurie	Harriston	..	..	..	..	..	
723	Hester Sammons	Hamilton	..	4	6 00	Mrs J.B. Kennedy	Parkdale	..	..	..	..	..	
724	H. A. Falconer	Deloraine, Man	..	4	10 00	Mrs A. J. Falconer	Lancaster	..	..	..	..	..	
725	D. F. Matthews	Walkerville	..	6	5 00	Mrs. J. E. Foreman	Toronto	..	..	..	..	..	
726	Mrs. Allan	Montreal	..	6	2 00	Mrs. R. Simpson	Wallaceburg	..	..	..	..	..	
727	C. McCallum	St. Mary's	..	8	5 00	Hantsan	Mt. Forest	..	..	..	..	..	
728	James Lawson	The Pines	..	9	3 00	Hattie M. Lawson	Petrolea	..	..	..	..	..	
729	Mde. J. B. Lamonde	Ste Timothee	..	10	20 00	Mde. M. J. C. Lariviere.	Montreal	..	..	..	..	..	1
730	Sastie M Knowlton	Brandon	..	15	0 50	The T. Eaton Co.	Toronto	..	..	..	..	..	
731	John G. Harvey	Toronto	..	16	5 00	Mrs W. Harvey	..	..	..	..	..	..	
732	M. Sanderson	Souris, Man	..	16	1 00	The R. Simpson Co	..	..	..	..	..	..	
733	D. E. Matthews	Toronto	..	16	5 00	John Foreman	Walkerville	..	..	..	..	..	
734	The T. Eaton Co	..	..	17	0 26	Miss H. Bennet	Canterbury, Que	..	..	..	..	..	
735	J. Wilson	Adam Creek, Man	..	18	2 00	*Free Press*	Winnipeg	..	..	..	..	..	
736	Mrs Wm. Logan	St. John, N.B	..	19	10 00	Miss Jane Logan	Orillia	..	..	..	..	..	
737	Mde J. Gauthier	Grandby, Que	..	19	1 00	Mde. Paquette	Montreal	..	..	..	..	..	
738	E. W. Smith	Almonte	..	19	4 00	G. W. Smith	Toronto	..	..	..	..	..	
739	L. S. Forgues	St Michel de Bellechasse	..	19	3 00	Roy & Beaubien	Montmagny	..	..	..	..	..	
740	The T. Eaton Co	Toronto	..	20	0 75	H. C. Hastie	Walkerton	..	..	..	..	..	
741	T. Burgess	Sobin Island	..	20	0 25	School for the Blind	Halifax	Stated to have been received without contents.		No evidence to account for the alleged discrepancy.			7
742	Lucy Reed	Toronto	..	21	7 00	Mrs. J. H. Senier	Ardtrea	Stated not to have been received by the person addressed.		No trace owing to want of registration.			
743	Rose Ada		..	22	1 40	A. Forrester	Locust Hill	..	..	..	..	..	
744	P. Roy	St Leonard de Port Maurice	..	22	1 00	Miss M. Lacosse	Montreal	..	..	..	..	..	
745	M. Rene, Esq	Bateaux Station	..	22	5 00	Mrs. A. René	St. Vincent de Paul	..	..	..	..	..	
746	S. Pacquette	St Albert, Alta	..	22	10 00	Emma Marsonneuve	Montreal	..	..	..	..	..	1
747	F. Stanley	Rossland, B.C	..	22	1 00	*Evening Herald and Weekly Star*	..	..	..	..	..	..	
748	M. E. Kane	Bateman	..	22	5 00	Mrs. A. M. Kane	St. Vincent de Paul	..	..	..	..	..	
749	Postmaster	Victoria Harbour	..	22	100 00	Bank of Montreal	Ottawa	..	..	This letter was lost in the Victoria Harbour post office. Contents made good by postmaster.			3
750	O. Gironx	L'Annonciation	..	23	4 00	E. Giroux	Montreal	..	..	No trace owing to want of registration			
751	C. Guernay	Ottawa	..	23	5 00	Mde. C. Guernay	..	..	..	..	..	..	
752	Henry Hopkins	Kingsmount	..	25	10 00	Albert Leitch	Toronto	..	..	..	..	..	
753	Geo. Ballantyne	Stratford, Ont. Wallace R.F.D.	..	25	3 00	Mrs. Geo. Ballantyne	Stratford	..	..	..	..	..	1
754	Mrs. D. A. Gunn	Toronto	..	26	3 00	Mrs. D. Gunn	Bond Head	..	..	..	..	..	

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
755	Miss Sharpe	Danville	April 26	5 00	Miss Smith	Montreal	Stated not to have been received by the person addressed.	No trace owing to want of registration.	
756	Miss N. Miller	Brighton, Que	" 27	2 00	The T. Eaton Co.	Toronto	" "	" " "	
757	Minnie Hamelin	Niagara Falls	" 27	1 00	Irene Hamelin	Welland	" "	" " "	
758	"	"	" 27	7 00	Mrs. Jacob Hamelin.	"	" "	" " "	
759	Lennie R. Kennedy	Giroux, Man	" 27	11 50	The T. Eaton Co.	"	" "	" " "	
760	Florence Cooper	Emerson, Man	" 28	1 60	The R. Simpson Co	Toronto	" "	" " "	
761	John A. McCroskey	Toronto	" 29	5 00	Mrs. McCroskey	Montreal	" "	" " "	
762	Mrs. Geo. Shaw	Owen Sound	" 29	1 25	A. Pennington	Palmerston	" "	" " "	
763	S. Greenshields, Son & Co.	Montreal	" 30	5 00	A. McFarlane	Ottawa	" "	" " "	1
764	J. G. Perlson	Ottawa	" 30	1 00	Miss M. Cohen	Montreal	" "	" " "	
765	Jesse Copland	Teulon	May 1	1 50	The R. Simpson Co	Toronto	" "	" " "	
766	J. M. Coombs	Toronto	" 1	1 00	Mrs. H. Coombs	Ridgetown	" "	" " "	
767	Mrs. J. Lortie	Fredighsburg	" 1	2 50	Mrs. A. S. Kempt	Montreal	" "	" " "	
768	Mrs. Geo. Houston	Winnipeg	" 1	15 00	Mr. G. Houston	Cypress River	" "	" " "	
769	Henrie Ledoux	Ottawa	" 2	1 50	Mde. M. Ledoux	Montreal	" "	" " "	
770	"	"	" 2	1 10	Mde. M. Lavoillée	"	" "	" " "	
771	A. Gowler	Toronto	" 3	2 35	J. H. Richardson	West Hill	" "	" " "	
772	Mrs. P. Florence	Balmoral, Man	" 4	4 40	The T. Eaton Co.	Toronto	" "	" " "	
773	Mrs. Thomeson	Toronto	" 4	2 25	Mr. Chambers	"	" "	" " "	
774	C. Dagenais	Vankleek Hill	" 4	1 00	A. Rochon	Montreal	" "	" " "	
775	R. E. Benson	Toronto	" 5	2 00	Mr. Copeland	Peterboro'	" "	" " "	
776	Mde. P. Goulet	St. Pierre I. de'O.	" 5	2 25	Dir. Revue Eucharistique.	Quebec	" "	" " "	
777	Mrs. Hobsen	Guelph	" 6	3 00	H. B. Hobson	Toronto	" "	" " "	
778	Mrs. Alice Hicks	Toronto	" 6	10 00	Geo. Hicks	London	Stated to have been received without money contents.	No evidence to account for the alleged discrepancy.	1
779	J. Edstrom	Calgary, Alta	" 6	3 00	The T. Eaton Co.	Toronto	" "	" " "	

780	W. H. Donaldson	Treesbank, Man	"	6	1 00	Stanley Mills Co	Hamilton	Stated not to have been received by the person addressed.	No trace owing to want of registration.			
781	R. Kilpatrick	London	"	6	5 00	Miss R. Kilpatrick	Talbotville	"	"	"	"	
782	Miss M. Home	Quebec	"	6	5 00	Miss Home	Montreal	"	"	"	"	
783	Miss L. Legault	Sorel	"	6	5 00	Miss L. Legault	"	"	"	"	"	
784	The T. Eaton Co	Toronto	"	7	0 32	Mrs. A. Tupper	Hartville, N.S	"	"	"	"	1
785	Jennie Harrop	Oak River, M.	"	7	4 35	The T. Eaton Co.	Toronto	"	"	"	"	
786	Rev. S. Richard	St. Paul du Buton	"	7	23 00	S. Bouchard & Co	Quebec	"	"	"	"	
787	F. Lorrier	The Brook	"	8	2 00	C. Sans Cartier	Montreal	"	"	"	"	
788	James A. Gorrell	Elm Creek, M	"	9	4 00	The T. Eaton Co	Toronto	"	"	"	"	
789	S. H. Stone	St. John, N B	"	9	10 00	H. W. Wadsworth	Montreal	"	"	"	"	
790	H. Vaillancourt	Gray	"	9	2 50	J. E. Livernois	Quebec	"	"	"	"	
791	Mad. St. Jean	St Faustin Stn	"	9	4 00	Mde. B. Prezeau	Montreal	"	"	"	"	
792	Mildred Abbott	Emerson, M	"	11	2 00	The T. Eaton Co.	Toronto	"	"	Case still under inquiry		11
793	Mrs. W. A. J. Bell	Allston	"	11	0 45	The R. Simpson Co	"	"	"	No trace owing to want of registration.		
794	W. F. Coe	Whitney	"	11	1 09	Thos. Coffee	London	"	"	"	"	
795	J. A. McDonald	Nanaimo, B C	"	12	15 00	Mrs. J. A. McDonald	Kamloops	"	"	"	"	
796	S. D. Crawford	St. John, N B	"	13	1 08	The R. Simpson Co	Toronto	"	"	"	"	
797	N. D. Casson	St. Clet	"	13	35 10	A. Bissonnette	Cèdres	"	"	"	"	
798	Bertha Cormier	Ste. Angele de Laval	"	14	4 00	The R. Simpson Co	Toronto	"	"	"	"	
799	Miss A. B. Jugld	Oak Bank, Man.	"	14	3 00	Mrs. E. W. Judd	"	"	"	"	"	
800		Emerson	"	14	15 00	Toronto Pub. Co.	"	"	"	"	"	
801	Miss J. Powers	Waterville, Que.	"	15	8 00	Dr. Alhel.	Sherbrooke	"	"	"	"	
802	Mrs M. Donaldson	Treesbank, Man	"	16	1 25	The T. Eaton Co.	Toronto	"	"	"	"	1
803	W. H. Lewis	Montreal	"	16	5 00	Miss A. Barton	Hamilton	"	"	"	"	
804	Lazar Robertson	Oak Bank	"	16	2 25	The T. Eaton Co.	Toronto	"	"	"	"	
805	L. Redbourn	Lakeport	"	16	1 10	The R. Simpson Co	"	"	"	"	"	
806	Annie Shannon	Toronto	"	17	3 00	Mrs. R. Shannon	Elora	"	"	"	"	
807	Miss J. L. Ward	Hamilton	"	17	3 00	Mrs. M. E. McKenzie	Toronto	"	"	"	"	
808	Lennie Parr	Crystal City, M.	"	17	1 45	The T. Eaton Co.	"	"	"	"	"	
809	Wm. Kain	Lorneon	"	17	3 00	Mrs. Wm. Kain	Wingham	"	"	"	"	
810	L. Coulter	Bedford	"	17	4 00	Miss L. Walbridge	Montreal	"	"	"	"	
811	R. Armstrong	Hamilton	"	19	10 00	Mrs L. Armstrong	Elmira	"	"	"	"	
812	Miss Wakes	Toronto	"	21	8 00	A. Ronald	Minesing	"	"	"	"	
813	L. Pearce	Lindsay	"	21	2 00	Miss H. Pearce	Toronto	Stated to have been received without contents.	No evidence to account for the alleged discrepancy.			7
814	Mrs. Thos. Bowman	Balmoral, M.	"	21	1 18	T. Eaton Co	"	Stated not to have been received by the person addressed.	No trace owing to want of registration			
815	W. Houston	Winnipeg	"	21	15 00	Mr. Geo. Houston	Cypress River	"	"	"	"	
816	M. J. Sweeny	Ingersoll	"	21	2 25	Wm. Ellis	London	"	"	"	"	1
817	Miss E. Donnelly	Montreal	"	22	1 78	C. Picard	Ottawa	"	"	"	"	
818		Winnipeg	"	22	0 50	City Court Clerk	Carman	"	"	"	"	
819	Miss J. M. Tavenor	Smith's Falls	"	23	2 50	The T. Eaton Co.	Toronto	"	"	"	"	

B.—UNREGISTERED LETTERS.—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of, Letters containing Money, sent through the Post Office in Canada—*Continued.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
820	A. Wallace	Belleville	May 23	6 00	John Wilson	Alliston	Stated not to have been received by the person addressed.	No trace owing to want of registration	
821	James Gorman	"	" 23	1 00	The Robt. Simpson Co.	Toronto	" "	" " "	
822	Robt. Simpson Co.	Winnipeg	" 23	2 10	Mrs. Shick	Winnipeg	" "	" " "	
823	John Williams	Cobourg	" 23	7 00	J. N. Williams	Ottawa	" "	" " "	
824	Geo. Stone	Fernie, B.C.	" 23	8 00	Mrs. Geo. Stone	Winnipeg	" "	" " "	
825	Samuel Hall	Whitfield	" 24	0 50	The Robt. Simpson Co.	Toronto	" "	" " "	1
826	R. F. Morrison	Selkirk, Man.	" 27	2 50	C. H. Morrison	Winnipeg	" "	" " "	
827	Chas. Preston	Parkdale	" 28	5 00	Dominion Piano and Organ Co.	Bowmanville	" "	" " "	
828	A. J. Nichol	Toronto	" 28	3 06	Consumers Gas Co.	Toronto	" "	" " "	
829		Salt Springs Island	" 28	5 00	Mrs. E. Baker	Winnipeg	" "	" " "	
830	Miss McHartigan	Camden East	" 29	6 00	The T. Eaton Co.	Toronto	" "	" " "	
831	W. H. MacKenrob & Co.	Fort William	" 29	2 00	McLean Pub. Co.	"	" "	" " "	
832	Mrs. Williamson	Toronto	" 29	2 00	A. E. Williamson	Winnipeg	" "	" " "	
833	Mrs. E. Coleman	Seeley's Bay	" 30	1 00	R. Simpson Co.	Toronto	Stated to have been received without money contents.	Case still under inquiry	11
834	R. J. Campbell	Toronto	" 31	1 15	Chas. Brown	"	Stated not to have been received by the person addressed.	No trace owing to want of registration	
835	Deschenis & Poulin	Quebec	" 31	4 04	S. Bertrand	N. D. des Anges	" "	" " "	1
836	J. St. Denis	St. Justine de N.	" 31	5 00	D. St. Denis	Montreal	" "	" " "	
837		Keepawa		1 00	Miss E. J. Brown	Winnipeg	" "	" " "	
838	Nathan Dunn	Campbellville	June 1	1 15	Sam Nixon	Kilbride	" "	" " "	
839	W. Williams	"	" 1	1 00	"	"	" "	" " "	
840	Wm. Needler	Lindsay	" 1	40 00	Mrs. F. A. Robinson	Kingston	" "	Case still under inquiry	11
841	Mrs. Cracknell	Winnipeg	" 3	3 00	G. F. Ludlow	Winnipeg	" "	No trace owing to want of registration	

842	J. E. Addison	"	"	3	2 00	Western Collection Agency.	"	"	"	"	"	"		
843	Dr. Stuckland	Charlottetown	"	3	5 00	A. McDermaid	Montreal	"	"	"	"	"		
844	J. H. Peacock	Toronto	"	4	25 00	Mrs. J. H. Peacock	Port Hope	"	"	"	"	"		
845	Miss M. Sweet	Newport Station	"	4	1 00	Mrs. W. Wilson	Halifax	"	"	"	"	"		
846		Tiensbank	"	4	1 18	R. Simpson & Co	Toronto	"	"	"	"	"		
847	Mrs. Jos. Cimon	Riviere du Loup Station.	"	5	5 00	Legaré & Brochure	Quebec	"	"	"	"	"	1	
848	A Welland	Ottawa	"	5	1 25	K. Sarasin	Montreal	"	"	"	"	"		
849	G. Demers	Quebec	"	5	20 00	G. Demers	St. Nicholas	"	"	"	"	"		
850		Winnipeg	"	1	1 00	Hedley Barley	Meadow Lea	"	"	"	"	"		
851		"	"	7	1 00	T. Eaton Co	Toronto	"	"	"	"	"		
852	A St. Pierre	Montreal	"	8	10 00	Mde. St. Pierre	St. Julie de Vercheres.	"	"	"	"	"		
853	Etta Cummer.	Wingham	"	10	1 77	T. Eaton Co	Toronto	Only $1 stated to have been received.		No evidence to account for the alleged discrepancy.			7	
854	M Metavier	Montreal	"	10	5 00	Mad. S. Babine	Yarmouth	Stated not to have been received by the person addressed.		No trace owing to want of registration.				
855	Mrs. McOnat	Lachute	"	10	5 00	Mrs. J. A. Parsons.	Montreal	"	"	"	"	"		
856		Carberry	"	10	5 00	L. M. Combes	Winnipeg	"	"	"	"	"		
857	Jennie Halliday	Wingham	"	12	5 00	Robt. Simpson Co.	Toronto	"	"	"	"	"		
858		Winnipeg	"	12	5 00	Miss N. Jones	Indian Head	"	"	"	"	"		
859	J. A. Dapointe	Garthby Station	"	13	10 00	H. C. Wilson & Sons	Sherbrooke	"	"	"	"	"		
860	D A Barrett	Ottawa	"	15	15 00	Miss L. Barrett	Montreal	"	"	"	"	"		
861	J B Lamemere	Vankleek Hill	"	17	5 00	A. P Lafreniere	"	"	"	"	"	"		
862	Jos. Fournier	Weedon Station.	"	17	10 00	W. H. Wiggett	Sherbrooke	"	"	"	"	"	1	
863	S. Munn Co	Montreal	"	18	5 00	S. M. Munn	Phillipsburg, Q.	"	"	"	"	"		
864	M Dupont	St. Henri de Mont	"	18	10 00	C. Dugany	St. Paul de Joliette	"	"	"	"	"		
865	A Bowman	Westmount	"	18	9 00	Mrs. J. Bowman.	Actonvale, Que.	"	"	"	"	"		
866	N. Fontaine	St. Charles Riv. R.	"	21	10 00	Mad. H. Belmore	Montreal	"	"	"	"	"		
867		Winnipeg	"	22	2 30	Miss McLennan	Treherne	"	"	"	"	"		
868		"	"	22	10 00	P. Lempriere	Winnipegosis	"	"	"	"	"		
869	Mrs A Portelance	Grondines, Que.	"	23	25 00	W. M. Doyle	Quebec	"	"	"	"	"		
870	C Duchesne	St Henri de Mont	"	24	5 00	Mde. Duchesne	Ste. Irenee	"	"	"	"	"		
871		Winnipeg	"	24	40 00	D. C Lamb	Morden	"	"	"	"	"		
872	F Ion	Vancouver	"	25	3 00	Jos. Ion	Brantford	Stated to have been received without contents.		Case still under inquiry.			11	
873		Wapella	"	25	0 40	Fleischman Co.,	Winnipeg.	Stated not to have been received by the person addressed.		No trace owing to want of registration				
874	C. McNeil	Megantic C. P. R. Letter Box	"	26	25 00	M. Raymond	Montreal	"	"	"	"	"	1	
875		Winnipeg	"	26	6 00	Mrs. Emson	Beauséjour	"	"	"	"	"		
876	Mrs. Lauzier	Quebec	"	27	5 25	Miss R A Saurole	Montreal	"	"	"	"	"		
877	Miss L. A. McNeil	Carleton Place	"	27	40 00	Miss Mary S. Cram	"	"	"	"	"	"		
878		Port Arthur	"	27	2 00	A. McGovern.	St. Boniface	"	"	"	"	"		

B.—UNREGISTERED LETTERS—Report of all cases occurring within the Year ended June 30, 1901, of abstraction from, or loss of Letters containing Money, sent through the Post Office in Canada—*Concluded.*

No.	Name of Writer.	Where mailed.	When mailed.	Alleged Contents.	Address of Letter.		Evidence of Loss or Abstraction.	Result of Proceedings instituted in each case by the Department.	Class in Recapitulation.
					Name.	Place.			
			1901.	$ cts.					
879	J. N. St. Pierre.	Quebec. . .	June 28	6 00	J. A. B. Delfosse	Montreal. .	Stated not to have been received by the person addressed.	No trace owing to want of registration.	1
880	H. A. Connor. .	North Hatley. . .	" 28	30 00	W. R. Webster . . .	Sherbrooke	" " . .	" " " . .	
881	Miss B. Malcolm.	Winnipeg.	" 28	20 00	Miss A. Malcolm .	Ellesmere. . . .	" " . .	" " " . .	
882	. . . .	"	" 30	2 00	Mrs. C. Griffiths . .	Oswald.	" " . .	" " " . .	

APPENDIX II—*Concluded.*

RECAPITULATION.

Classification of Classes.	Registered.	Unregistered.
1. Letters stated not to have been received by persons addressed; lost, for want of registration, no trace obtainable, and no positive evidence that loss occurred in the Post Office		842
2. Letters contained in mails or mail packages stated not to have reached offices for which they were intended; causes of failure not discoverable		
3. Letters lost, embezzled or misdelivered in the Post Office, the contents of which (or a portion thereof) were recovered from the officers responsible or otherwise made good	9	
4. Letters lost, embezzled or misdelivered in the Post Office, the contents of which were not recovered	36	7
5. Letters, the contents of which (or a portion thereof) were lost or stolen, and made good by or on behalf of the officers responsible	13	
6. Letters, the contents of which (or a portion thereof) were lost or stolen in the Post Office, and not recovered	1	
7. Letters, the contents of which (or a portion thereof) were stated to be missing, no evidence being forthcoming to account for the alleged discrepancy	2	
8. Letters stolen, or supposed to have been stolen, from the Post Office or mails—*en route*, the contents of which (or a portion thereof) were recovered or made good	29	29
9. Letters stolen from the Post Office or mails—*en route*, the contents of which were not recovered	14	
10. Letters accidentally destroyed during course of post	25	
11. Still under investigation	55	
	20	4
Totals	184	882

R. M. COULTER,
Deputy Postmaster General.

W. D. LESUEUR,
Secretary.

APPENDIX I

TRANSACTIONS

OF THE

DEAD LETTER BRANCH

APPENDIX

CHIEF DEAD

STATEMENT of Letters received at the Dead Letter Branches, Canada, during showing how such Dead

TABLE No. 1.—Showing the Number of Letters of all

	Number received.			
DEAD LETTERS:—				
Returned from Great Britain (of these were registered 270)	18,455			
" United States (" 1,128)	105,582			
" France (")	761			
" Newfoundland (" 6)	779			
" N. South Wales (" 2)	258			
" Cuba (" 7)	245			
" Arg. Republic (")	224			
" Mexico (" 4)	218			
" Manila (")	157			
Other colonies and foreign countries (of these were registered 27)	1,193			
	1,444	127,872		
LESS—Registered, accounted for below..	1,444			
		126,428		
Books, postal cards, &c., also returned..		20,870		
			147,298	
Returned from post offices in Canada, and classified as follows:				
Registered letters on hand, June 30, 1900	482			
" in hands of postmasters, June 30, 1900	139			
" received during year ended June 30, 1901 (including those of foreign origin)	13,193			
		13,814		
Letters found to contain value and recorded, on hand June 30, 1900	346			
Letters found to contain value and recorded, in hands of postmasters on June 30, 1900	111			
Letters found to contain value and recorded, received during year ended June 30, 1901	4,014			
		4,471		
			18,285	
Ordinary dead letters originating in Canada:				
On hand, June 30, 1900		297		
Received during the year ended June 30, 1901		391,397		
Dead letters with printed address of senders		13,065		
Dead letters with official franks		9,663		
Returned dead letters, i.e., letters sent out from Dead Letter Branches and again returned unclaimed, &c		40,485		
			454,907	
Dead postal cards, parcels, books, &c., on hand June 30, 1900		1,930		
Dead postal cards, parcels, &c., received during year ended June 30, 1901..		310,469		
			312,399	
				932,889
Carried forward				932,889

I.

LETTER OFFICE.

the Year ended June 30, 1901, and of their contents, valuable or otherwise, Letters have been disposed of.

kinds received, with the disposition made of them.

How disposed of.				
Dead Letters—				
Returned to Great Britain, including all foreign letters [illegible] that were registered	1,037	25,579		
Returned to United States	473	80,734		
" France	68	1,223		
" New Zealand	52	3,697		
" Japan	75	169		
" Tasmania	—	244		
" New Zealand	9	194		
" New South Wales	5	183		
" Victoria, Australia	50	174		
" Other colonies and foreign countries to which [illegible] were registered	33	868		
	1,751		115,002	
Books, post cards, &c., of British and foreign origin, also returned			14,215	
				150,217
Registered letters returned to writers, including those of foreign origin		10,275		
Registered letters failed of delivery to writers, owing to refusal to receive, want of address, &c., found to be of no value, and destroyed		1,139		
Registered letters in Dead Letter Branches awaiting claim		2,400		
			13,814	
Letters found to contain value, returned to writers		4,177		
" failed of delivery and found to be of no further value		9		
" found to contain value, failed of delivery, in Dead Letter Branches awaiting claim		285		
			4,471	
				18,285
Ordinary dead letters returned to writers			217,300	
" with printed addresses returned to senders			13,065	
" returned to Government Departments			9,663	
" remaining in Dead Letter Branches without signatures or [illegible]			1,968	
" accounts, &c., destroyed		147,540		
Returned dead letters disposed of		10,485		
			188,025	
Dead books, parcels, &c., forwarded or returned to senders			20,025	
" disposed of			260,884	
" remaining in Dead Letter Branches			2,417	
				[illegible]
				[illegible]
Carried forward				[illegible]

APPENDIX

STATEMENT of Letters received at the Dead Letter Branches, Canada,

TABLE No. 1.—Showing the Number of Letters of all

Number received.				
Brought forward				932,889
SPECIAL LETTERS, classified as follows:				
Registered letters on hand June 30, 1900	46			
" in hands of postmasters, June 30, 1900	31			
" received for postage, better address, &c.	2,979			
		3,056		
Letters found to contain value and recorded, on hand June 30, 1900	193			
Letters found to contain value and recorded, in hands of postmasters, June 30, 1900	50			
Letters found to contain value and recorded, received for postage, better address, &c.	4,318			
		4,561		
			7,617	
Ordinary letters (received postage) on hand June 30, 1900	412			
" received for postage	26,729			
		27,141		
" " better address		39,495		
			66,636	
Drop letters on hand June 30, 1900		24		
" received for postage		4,961		
			4,985	
Letters for foreign countries on hand June 30, 1900		264		
" received as unpaid or short paid		16,206		
			16,470	
Post cards received for postage or better address			11,563	
Samples on hand June 30, 1900	17			
" received for postage or better address	435			
		452		
Parcels, books, &c., on hand June 30, 1900	1,755			
received for postage or better address	28,644			
		30,399		
			30,851	
				138,122
Grand total				1,071,011

SESSIONAL PAPER No. 24

I—*Continued.*

during the Year ended June 30, 1901, &c.—*Continued.*

kinds received, with the disposition made of them—*Continued.*

How disposed of.				
Brought forward				932,889
Several Letters—				
Registered letters returned to writers or forwarded to addresses	3,003			
Registered letters unsigned and of no value, destroyed in consequence of the inability of the department to return or deliver	9			
Registered letters in Dead Letter Branches awaiting claim	44			
		3,056		
Letters found to contain value returned to writers or forwarded to addresses	1,402			
Letters found to contain value, destroyed, being of no further value	3			
Letters found to contain value, in Dead Letter Branches awaiting claim	156			
		1,561		
Ordinary letters received for postage, returned or forwarded	24,402		7,617	
Ordinary letters received for postage, destroyed in consequence of the inability of the department to return or deliver	2,389			
Ordinary letters received for postage, remaining in Dead Letter Branches	350			
		27,141		
Ordinary letters received for better address, returned or forwarded	32,199			
Ordinary letters received for better address, destroyed in consequence of the inability of the department to return or deliver	7,296			
		39,495	66,636	
Drop letters received for postage, returned or forwarded		4,044		
destroyed in consequence of the inability of the department to return or deliver		941		
Drop letters remaining in Dead Letter Branches		39		
			4,985	
Letters for foreign countries, returned or forwarded		14,574		
destroyed in consequence of the inability of the department to return or deliver		1,422		
Letters for foreign countries remaining in Dead Letter Branches		274		
			16,470	
Post cards returned or forwarded		7,301		
destroyed		6,172		
			13,473	
Samples returned or forwarded	243			
destroyed, being of no value	267			
remaining in Dead Letter Branches	2			
		512		
Books, parcels, &c., returned or forwarded	17,108			
destroyed, being of no value	12,108			
remaining in Dead Letter Branches	2,188			
		31,399	31,887	
				1,078,139
Grand total				1,071,911

APPENDIX

SUM

STATEMENT of Letters received at the Dead Letter Branches, Canada,

TABLE No. 1.—Showing the Number of Letters of all

Letters on hand June 30, 1900, including those in hands of Postmasters	6,097
Dead Letters received	929,584
Special Letters received	135,330
	1,071,011

JOHN WALSH,
Chief Superintendent.

SESSIONAL PAPER No. 24

I—*Continued.*

MARY

during the Year ended June 30, 1901, &c.—*Concluded.*

kinds received, with the disposition made of them—*Concluded.*

Dead Letters disposed of	922,779
Special Letters forwarded	146,078
Letters on hand June 30, 1901	2,154
	1,071,011

R. M. COULTER,
Deputy Postmaster General.

APPENDIX 1—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value; the amount and nature of their contents; the number of such Letters delivered during the Year, and the number remaining undelivered.

No. of Letters received during the Year ended June 30, 1901.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1901.	No. of Letters delivered or forwarded to those received during the Year ended June 30, 1901.	No. of Letters undelivered on June 30, 1901, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
4,969	Money (including $108 55 inclosed in letters under other heads)	18,007 18	4,735	234
29	Bills of exchange	10,113 35	28	1
1	Bonds	20 00	1	
996	Cheques	113,005 69	993	3
4	Deposit receipts	9,090 50	4	
414	Drafts	71,169 54	412	2
3	I.O.U.	109 00	3	
2	Money orders (bank)	47 74	2	
1,101	" (express)	18,349 58	1,085	16
989	" (post office)	13,465 80	974	15
43	Orders	1,978 33	40	3
492	Postal notes	1,203 93	482	10
304	Promissory notes	59,189 34	303	1
396	Receipts	13,757 22	392	4
4	Salary warrants	70 16	4	
21	Stock certificates	22,584 75	20	1
9	Various	54,530 00	9	
1,037	Registered letters sent to the Dead Letter Office at London, England		1,037	
473	Registered letters sent to the Dead Letter Office at Washington		473	
241	Registered letters sent to Dead Letter Offices of other countries		241	
27	Deeds		24	3
57	Documents of value		56	1
2	Certificates, A.O.O.F		2	
3	" A.O.U.W		3	
12	" baptism		12	
1	" barrister		1	
4	" birth		4	
1	" Brotherhood Locomotive Engineer		1	
1	" burial		1	
1	" C.O.C.F.		1	
7	" character		7	
3	" church membership		3	
1	" clergyman		1	
1	" commercial traveller		1	
1	" consular		1	
1	" curlers		1	
2	" discharge		2	
1	" engineers			1
1	" equitation		1	
1	" fishery club		1	
1	" free manor		1	
1	" gamekeeper		1	
1	" half fare		1	
1	" hospital		1	
1	" identity		1	
1	" improvement		1	
4	" I. O. Foresters		4	
3	" inspection		3	
5	" assistant		5	
3	" Knights of Maccabees		3	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

| No. | Total Letters | Total Dead | Nature of Contents | | |

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1901.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1901.	No. of Letters delivered during the Year ended June 30, 1901.	No. of letters undelivered on June 30, 1901, and now held uncalled for in Head Letter Branches.
		$ cts		
1	Bookmarker		1	
31	Books		31	
1	" A.O.U.W		1	
1	" insurance		1	
2	" memo		2	
9	" mileage		8	1
3	" prayer		3	
2	" receipt		2	
1	" Royal Templars of Temperance		1	
1	" Sons of England		1	
3	Bootees		3	
13	Boots and shoes		13	
2	Bottles		2	
1	Boxes			1
4	Bracelets		3	1
1	Braces		1	
1	Braid		1	
1	Briefs		1	
13	Brooches		11	2
1	" enamelled		1	
2	Brushes		2	
1	" carriage		1	
1	Busby crest		1	
1	Butter prints		1	
3	Buttons		3	
1	" Pan American		1	
39	Cakes		38	1
2	Calendars		2	
1	Cameos		1	
1	Cameras			1
25	Candy		24	1
6	Caps		6	
1	" fur		1	
1	Capes		1	
1	Card case		1	
23	Cards		23	
2	" C.C.B.F		2	
1	" travelling		1	
2	" Xmas		2	
1	Carpenter's rule		1	
1	Carving set		1	
1	Castors		1	
3	Catalogues		3	
1	Catarrh tablets		1	
5	Centrepieces		5	
1	Census returns		1	
1	Cereals		1	
2	Chains		2	
1	Chest protectors		1	
1	Chiffon		1	
1	China ornaments		1	
7	Cigars		6	1
2	" cases		2	
3	Cigarettes		3	
2	" cases		2	
2	Cames		2	
1	Clocks		1	

SESSIONAL PAPER No. 24

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1901	Nature of Contents	Value of Contents of Letters received during the Year ended June 30, 1901.	No. of Letters returned to Writers	Value of Contents of Letters returned to Writers	No. of Letters delivered to Owners in the Dominion	Value of Contents of Letters delivered to Owners in the Dominion	No. of Letters sent to the Dead Letter Branches	Value of Contents of Letters sent to the Dead Letter Branches
		$ cts.						
7	Cards						7	
10	Clothing, child						10	
1	lady						1	
26	men and boys						26	
1	Coat						1	
2	Coats						2	
5	Collars and cuffs						5	
6	Combs						6	
3	Contracts						3	
1	Coin, copper						1	
2	Corsets						2	
5	Cotton						5	
1	Crape						1	
1	Crayon						1	
1	Crochet work						1	
1	Coupons						1	
1	Cross						1	
1	Crown grant, land						1	
3	Cuffs						3	
12	Cuff buttons						11	1
4	Cups and saucers						4	
1	Curios						1	
1	Curtains						1	
22	Cushions, covers for						22	
3	Cuttings						3	
1	Damask						1	
1	Debentures						1	
6	Declarations						6	
4	Diplomas						4	
1	Discharges, mortgage						1	
2	N. W. M. Police						2	
1	seamen						1	
3	soldiers						3	
23	Dollies						23	
1	Dolls						1	
1	Dolls' heads						1	
11	Dresses						11	
5	child							
6	goods						6	
1	Ear drums						1	
1	Earrings						1	
2	Elastic stockings							
5	Electric blocks						1	
2	Envelopes						2	
1	Ewer							
1	Eyeglasses							
1	Exemption							
10	False teeth							
3	Fans							
1	Fancy bag							
1	box						1	
11	work						11	
2	Fascinators							
1	Feathers							
1	Felt							
1	Fertilizer							
3	Ferns							

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1901	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1901.	No. of Letters & Parcels of these received during the Year ended June 30, 1901.	No. of Letters, &c., delivered on June 30, 1901, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
5	Flags		5	
1	Flowers		3	1
2	Foot balls			
7	Fountain pens		7	
1	Frilling		1	
24	Furs		24	
2	" cayotte		2	
4	Garters		4	
1	Gauze		1	
1	Glass			1
1	Glass eyes		1	
30	Gloves		30	
1	" cases		1	
6	" kid		5	
1	" woollen		1	
1	Gold bookmarker		1	
1	" boxes			1
9	" bracelets		8	1
13	" brooches		13	
5	" chains		5	
3	" charms		2	1
1	" crest		1	
1	" crosses		1	
1	" cuff buttons		3	1
1	" cylinder (dentist)		1	
1	" dust		1	
2	" earrings		2	
3	" eyeglasses		2	1
6	" hearts		3	3
1	" jewel cases		1	
3	" lockets		1	2
1	" medals		1	
18	" nuggets		14	4
4	" pencils		2	2
5	" pens		5	
1	" pins, safety		1	
22	" pins		20	2
1	" ring with diamonds		1	
83	" rings		67	16
1	" seals		1	
2	" sleeve links		2	
5	" spectacles		2	3
2	Gold studs		2	
14	" watches		12	2
1	" watch cases		1	
1	Gold mounted chains		1	
1	Gold filled blouse set		1	
1	Gram		1	
3	Grease		3	
1	Grebe		1	
1	Hair Brush		1	
1	" curlers			
3	" pin holders		3	
1	" pads		1	
2	" switch		2	
1	" wash			
1	Hammer		1	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received containing Money or other inclosures of value, &c.	Nature of Contents	Value of Letters received containing Money or other inclosures of value, &c.	No. of Letters delivered to owners on payment of Postage due thereon	Value of Letters delivered to owners on payment of Postage due thereon
57	Handkerchiefs	79		1
2	Handkerchief cases	2		
2	" lace	2		
24	" silk	20		1
1	Hand painted screen	1		
1	Hardware	1		
3	Hats	2		1
8	Hat pins	8		
1	Hay band	1		
12	Hoods	2		
1	Horns	1		
1	Hosiery	1		
1	Hosts	1		
8	Indian bead work	8		
3	Investments	3		
1	Ivories	1		
64	Insurance policies	64		
1	Invoices	1		
3	Jackets	3		
1	" baby	1		
1	Jelly powder	1		
1	Jewellery	1		
3	Jewellery	3		
1	Judgment			1
8	Keys	8		
2	Key holders	2		
18	Knives	18		
1	Knife, fork and spoon	1		
1	Lamb	1		
6	Lace	6		
5	" collars	5		
1	Lamps	1		
1	Lace pockets	1		
8	Land grants	8		
1	" transfer	1		
1	Leaflet, tea			1
2	Lessons	2		
1	Letter returned	1		
24	Legal papers	24		1
12	Letter openers	12		
1	Letters, &c.	1		
1	Licenses, hawkers	1		
1	" hotel	1		
1	" marriage			
1	" merchants			
2	" pedlers			
1	" tobacco			
2	Legends	2		
2	Locks	2		
3	Lottery tickets	3		
1	Machinery	1		
2	Medicine	2		
17	Memorandum	17		
2	Maps	2		
2	Making boxes	2		
36	Mats	36		
15	Medals	15		1

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1901.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1901.	No. of Letters delivered of those received during the Year ended June 30, 1901.	No. of Letters, undelivered on June 30, 1901, and now lying undetained in Dead Letter Branches.
		$ cts.		
2	Medallion		2	
29	Medicine		26	3
2	Merchandise		2	
3	Metal		3	
11	Mileage tickets		11	
1	Mineral sample		1	
2	Mining papers		2	
11	Mitts		10	1
28	Moccasins		27	1
5	Mortgages		5	
4	" chattel		4	
4	" discharge of		4	
1	Mouth organ		1	
1	Moths			1
10	Mufflers		9	1
1	Music		1	
1	Nail files		1	
1	Napkins		1	
2	Naturalization papers		2	
1	Necklaces		1	
49	Neckties		48	1
1	Neckyokes		1	
2	Needles		2	
1	Net trimming			1
2	Night shirts		2	
3	Note paper		3	
839	Notices, various		55	784
1	Nuts			
2	Nut crackers		2	
1	Oil painting		1	
1	Ointment		1	
2	Options		2	
1	Organ valves		1	
8	Ores		8	
1	Overalls		1	
3	Over coats		3	
1	Paddles		1	
1	Paintings		1	
3	Pamphlets		3	
1	Pants		1	
3	Paper cutters		3	
1	" weights		1	
6	Papers of value		6	
46	Pass books		45	1
1	" A. O. F		1	
2	" A. O. U. W		2	
1	" Chosen Friends		1	
1	" I. O. F		1	
2	" I. O. O. F		2	
2	" K. O. T. M		2	
1	" Loan and Savings Co.		1	
1	" Royal Arcanum		1	
19	" savings banks		19	
19	Passes, railway		18	1
6	" steamship		6	
1	Passports		1	
1	Patchwork		1	

APPENDIX I—*Continued.*

TABLE No. 2—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters in which coin was found during the Year ended 31st Dec. 1901	Nature of Contents	Value of contents of Letters in which Coin was found	Value of contents of Letters in which Bank Notes were found	Value of contents of Letters in which Postal Notes were found
		$ cts.	$ cts.	$ cts.
1	Patterns		1	
6	Poem sheets		5	1
7	Pedigrees		7	
5	Pencils		5	
15	Pins		14	
2	Penholders		2	
1	Pen-wipers		1	
3	Pennies		3	
1	Pen-nicks		1	
1	" wipers		1	
7	Perfume		7	
11	Peanuts		11	
102	Photos		99	3
1	" bag		1	
9	" cases		9	
21	" frames		21	
1	" snaps			1
1	" supplies		1	
3	Pictures		3	
1	Picture frames		1	
5	Pillow cases		5	
3	" shams		3	
20	Pills		20	
29	Pins		29	
6	" cushions		5	1
1	" gilt		1	
1	" lace		1	
1	" Mexicane		1	
1	" pearl		1	
17	Pipes		17	
5	Plans		5	
8	Plants		8	
1	Plaster			1
14	Playing cards		14	
9	Pocket books		9	
1	Post card, old		1	
31	Postage stamps, used		31	
1	Powder		1	
18	Powers of attorney		17	1
7	Prayer beads		7	
1	Prize lots		1	
4	Pressed flower		4	
2	Pumps		2	
15	Purses		15	
1	Quotes		1	
1	Rattles		1	
2	Razors		2	
47	Receipts		47	
1	" insurance		1	
5	" registered letters		5	
6	" various		6	
1	Records and cylinders		1	
7	References		7	
2	Registered letters		2	
2	Reports		2	
1	Resin		1	
8	Ribbon		8	

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1901.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1901.	No. of Letters delivered of these received during the Year ended June 30, 1901.	No. of Letters undelivered on June 30, 1901, and now lying unclaimed in Dead Letter Branches.
		$ cts.		
1	Rings, diamond		1	
9	" gilt		8	1
1	Roller		1	
1	Rubber heels		1	
1	Rubbers		1	
1	Rubber stamps		1	
1	" toys		1	
5	Salt cellars		5	
2	Saucers		2	
1	Scapular		1	
12	Scarves		12	
1	Scarf pin		1	
1	Sea grass		1	
2	Seals		2	
11	Seeds		10	1
1	Shaving brush		1	
4	" mugs		4	
9	Shawls		9	
2	Shells		2	
6	Shirts		6	
20	Shoes		20	
1	Shuttle		1	
1	Sick benefit claim		1	
8	Silk		8	
2	" collars		2	
3	Silk drapes		3	
1	" embroidery		1	
1	" scarf		1	
1	" stockings		1	
3	" ties		3	
1	Silver		1	
1	Silver bangle		1	
3	" blotters		3	
11	" bracelets		7	4
6	" brooches		5	1
1	" brush		1	
3	" buckles		1	2
1	" button hook		1	
1	" card case		1	
3	" chains		3	
1	" cuff buttons		1	
1	" cup			1
2	" hat pins		2	
6	" hearts		3	3
1	" knives		1	
1	" ladle		1	
1	" watch case		1	
10	" medals		10	
1	" mounted brush		1	
1	" nail file		1	
2	" napkin rings		2	
1	" ornament		1	
1	" pin			1
2	" rings		1	1
3	" seals		3	
2	" spectacles		2	
25	" spoons		23	2

APPENDIX I—*Continued.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of value, &c.—*Continued.*

No. of Letters received during the Year ended June 30, 1901.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1901.	No. of Letters delivered to owners during the Year ended June 30, 1901.	No. of letters sent to Dead Letter Office in 1901, and sent by it to owners during 1901	No. of letters sent to Dead Letter Office in 1901, and not delivered to owners up to June 30, 1902.
		$ cts.			
1	Silver tea service		1		
2	" thimbles		2		
1	" tie clasp		1		
28	" watches		23		5
2	" plated knives and forks		2		
1	" plated spoons		1		
1	Skins tanned		1		
2	Skirts		2		
1	Sleeve holder		1		
2	Slides for lantern		2		
36	Slippers		36		
1	Snuff		1		
2	Soap		2		
12	Socks		11		1
5	Spectacles		5		
1	Speed Indicator		1		
1	Splashes		1		
3	Spoons		2		1
15	" souvenir		15		
1	Spring ware		1		
1	Spur		1		
3	Stamp collections		3		
1	Statement		1		
6	Stationery		6		
1	Steel punch		1		
1	Stock		1		
3	Stock collars		3		
16	Stockings		16		
1	Strap		1		
1	Stud, diamond		1		
1	Sugar bowl		1		
2	Summonses		2		
2	Surgical instruments		2		
2	Syringes		2		
3	Suspenders		3		
18	Table covers		18		
1	Tags		1		
1	Tam O'Shanter		1		
4	Tea		4		
4	Tea Cosy		4		
1	Tea cloths		1		
1	Teapot holder		1		
2	Thermometers		2		
1	Thimbles		1		
1	Thread		1		
1	Tickets, agricultural society		1		
67	" railway		65		2
7	" steamships		7		
4	Tubes		4		
6	Ties		5		1
3	" silk		3		
11	Time checks		11		
1	Tin		1		
2	Tin boxes		2		
1	Tissue		1		
26	Tobacco		24		2
4	" pouches		4		

APPENDIX I—*Concluded.*

TABLE No. 2.—Showing the number of Letters received containing Money or other inclosures of Value, &c.—*Concluded.*

No. of Letters received during the Year ended June 30, 1901.	Nature of Contents.	Value of contents of Letters received during the Year ended June 30, 1901.	No. of Letters delivered of those received during the Year ended June 30, 1901.	No. of Letters undelivered on June 30, 1901, and now laying unclaimed in Dead Letter Branches.
		$ cts.		
2	Toilet requisites		2	
3	Tools		3	
1	Tooth brushes		1	
12	Toys		11	1
1	Trading stamps		1	
1	Trays, Japanese		1	
4	" cloths		4	
5	Trowsers		5	
4	Underclothing		4	
43	Unopened letters		43	
2	Vaccine		2	
1	Vinagrette		1	
1	Views		1	
4	Voter's lists		4	
1	Vouchers		1	
2	Waists		2	
1	Wallet		1	
6	Watches		6	
1	" crystals		1	
1	" enamelled		1	
3	" gilt		3	
9	" nickel		8	1
1	" chains		1	
1	" charms		1	
1	" works		1	
3	Wearing apparel		2	1
1	Wigs		1	
3	Wills		3	
6	Wings		6	
1	Wool		1	
19	Woollen goods		17	2
1	Work bag		1	
1	Work boxes		1	
1	Writing paper		1	
9	Writs		9	
4	Written and printed matter		4	
15,511		$436,693 11	14,277	1,234
10,391	Add to these ordinary recorded letters not enumerated above which have been returned, forwarded or otherwise disposed of as shown in Table No. 1		8,740	1,651
	Grand total of letters containing value disposed of		23,017	2,885
	Grand total of letters remaining unclaimed in Dead Letter Branches		2,885	
25,902			25,902	

331 letters remained in hands of postmasters on June 30, 1900. All of these have since been accounted for.

JOHN WALSH,
Chief Superintendent.

R. M. COULTER.
Deputy Postmaster General.

APPENDIX J

TRANSACTIONS

OF THE

POSTAGE STAMP BRANCH

APPEN

STATEMENT of Receipts and Issues of Postage

RECEIPTS

Denominations.	Stamps issued during the last year	Received from Money Orders	Returned by Post masters during the year	Returned by Post masters at the close	Total number of Stamps to be accounted for	Amount to be accounted for
					1,425,455	
			24,201		81,229,001	
		4,000,000				
			4,691			
special delivery			100			
	17,648		126			
		6,500				
		2,825				
		2,425				
letter cards					297,712	
			6,196			
advt., single						
		244,000				
	24,700					
reply cards		135,000	76	1,300		
	17,400				608,164	
Totals						

E. P. STANTON,
Superintendent, Postage Stamp Branch.

DIX J.

Stamps, &c., for the Year ended June 30, 1901

ISSUED

R. M. COULTER.
Deputy Postmaster General.

APPENDIX J—*Concluded.*

STATEMENT showing increase and decrease in the issue of Postage Stamps, &c., for the Year ended June 30, 1901, as compared with the issue of the preceding fiscal year.

Denominations.	Issue, 1900-01.		Issue, 1899-00.		Increase.		Decrease.	
	Number.	Value.	Number.	Value.	Number.	Value.	Number.	Value.
		$ cts.		$ cts.		$ cts.		$ cts.
½c. postage stamps	1,280,000	6,400 00	1,114,300	5,571 50	165,700	828 50		
1c. "	62,791,500	627,915 00	59,726,800	597,268 00	3,064,700	30,647 00		
2c. "	149,266,600	2,985,332 00	141,140,000	2,822,800 00	8,126,600	162,532 00		
3c. "	387,600	11,628 00	4,470,800	134,124 00			4,083,200	122,496 00
5c. "	4,941,950	247,097 50	4,211,200	210,560 00	730,750	36,537 50		
(a) 6c. "			250,350	15,021 00			250,350	15,021 00
8c. "	285,750	22,860 00	164,225	13,138 00	121,525	9,722 00		
10c. special delivery stamps	30,280	3,028 00	28,060	2,806 00	2,220	222 00		
10c. postage stamps	531,525	53,152 50	434,750	43,475 00	96,775	9,677 50		
(b) 15c. "			22,050	3,307 50			22,050	3,307 50
20c. "	145,325	29,065 00	119,375	23,875 00	25,950	5,190 00		
50c. "	61,150	30,575 00	62,600	31,300 00			1,450	725 00
(c) $1 Jubilee stamps			500	500 00			500	500 00
$2 "	8,775	17,550 00	7,225	14,450 00	1,550	3,100 00		
$3 "	1,250	3,750 00	1,700	5,100 00			450	1,350 00
$4 "	1,775	7,100 00	1,675	700 00	100	400 00		

$5 Jubilee stamps	3,325	16,625 00	2,075	10,375 00	1,250	6,250 00		
(d) 2c. stamp books	322,585	80,646 25	52,252	13,063 00	270,333	67,583 25		
1c. post bands	408,000	5,100 00	380,300	4,753 75	27,700	346 25		
1c. letter cards	211,500	2,115 00	156,800	1,568 00	54,700	547 00		
2c. "	287,900	5,758 00	306,300	6,126 00			18,100	368 00
1c. post cards	21,456,500	214,565 00	21,900,000	219,000 00			452,500	4,525 00
1c. " advertising, single	278,300	2,783 00	288,300	2,883 00	40,000	400 00		
1c. " " 8 on sheet	775,000	7,750 00	653,000	6,530 00	122,000	1,220 00		
1c. " " 16 on sheet	260,000	2,600 00	270,000	2,700 00			10,000	100 00
2c. postal union cards	45,600	912 00	36,700	734 00	8,900	178 00		
2c. reply cards	129,550	2,591 00	112,800	2,256 00	16,750	335 00		
1c. stamped envelopes @ $1 20 per 100	125,400	1,504 80	55,700	668 40	69,700	836 40		
2c. " " @ $2 20	578,900	12,735 80	429,300	9,444 60	149,600	3,291 20		
Totals	244,616,040	4,491,158 85	236,458,137	4,293,687 75	13,096,803	339,843 60	1,858,900	148,592 50

Increase in number of pieces issued, ... 8,257,903

Increase in value of same, ... $291,454 10

(a) Discontinued, Feb. 10, 1900. (b) Discontinued, Nov. 2, 1899. (c) Last issue, June 27, 1900. (d) First issue, June 11, 1900.

R. M. COULTER,
Deputy Postmaster General.

E. P. STANTON,
Superintendent, Postage Stamp Branch.

APPENDIX K

TRANSACTIONS

OF THE

POSTAL STORES BRANCH

APPENDIX K.

POSTAL STORES.

GENERAL SUMMARY of payments made for *Printing, Stationery, Mail Bags, &c., Stamping Material, Scales and Weights, Street Letter Boxes, Letter Carriers' Uniforms, &c.*, supplied to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1900, to June 30, 1901.

	$ cts
Printing, Binding, Lithographing, &c.	
King's Printer's Accounts (*Inside Service*)	15,748 71
" " (*Outside Service*)	58,731 27
Stationery	
Stationery Office Accounts (*Inside Service*)	1,171 64
" " (*Outside Service*)	14,891 29
Mail bags, mail locks, &c	33,226 44
Stamping material, scales and weights, &c	18,052 80
Street letter boxes and miscellaneous items of post office expenditure	8,892 86
Letter carriers' uniforms, &c	16,679 93
Total	170,499 04

NOTE:

The miscellaneous revenue received from the sale of new and condemned articles of postal stores through the Postal Stores Branch, and deposited to the credit of the Receiver General of Canada, from July 1, 1900, to June 30, 1901, amounted to the sum of	$ 54 32
The sum credited in the accounts of the contractors for mail bags to the department for old metal bars and label cases removed from condemned mail bags and utilized again for new ones amounted to	242 52
Total	$296 84

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock June 30, 1900, the balance carried forward June 30, 1901, and the quantity and cost of *Forms, Envelopes, Books, Labels, &c., Sheets of Writing Paper and Miscellaneous Articles* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1900, to June 30, 1901.

—	Forms.	Envelopes	Books and Pamphlets.	Tags, Cards and Labels.	Writing Paper (sheets).	Miscellaneous.	Value.
							$ cts.
Balance in stock, June 30, 1900	5,194,013	1,774,721	58,137	596,652	184,715		21,500 60
Received from King's Printer	22,690,716	4,460,875	81,124	17,166,921	255,740	87,655	74,274 98
Total	27,884,729	6,235,596	139,261	17,763,573	440,455	87,655	95,774 98
Issued to the Inside Service	1,469,473	1,414,131	21,095	35,338	91,617	37,432	15,426 71
" Outside Service	15,214,419	2,605,220	47,951	16,915,704	112,648	50,223	45,373 06
Total issue	16,683,892	4,019,351	69,046	16,951,042	204,265	87,655	60,799 77
Obsolete articles destroyed	43,117						
Balance in stock, June 30, 1901	11,157,720	2,216,245	70,215	812,531	236,190		34,975 21

APPENDIX K—*Continued.*

STATEMENT showing the number of *Forms*, *Envelopes*, *Books*, *Labels*, *Sheets of Writing Paper* and *Miscellaneous Articles* specially printed, and issued from *Stock*, to the Inside and Outside Service of the Post Office Department, through the Postal Stores Branch, from July 1, 1900, to June 30, 1901.

	Forms.	Envelopes	Books and Pamphlets	Tags, Cards and Labels	Writing Paper sheets	Miscellaneous.	Value
							$ cts.
Inside Service, from stock	969,598	1,119,131	13,600	34,610	73,057		8,002 83
special printing	499,875	295,000	7,495	728	18,560	37,432	7,323 88
Total	1,469,473	1,414,131	21,095	35,338	91,617	37,432	15,326 71
Outside Service, from stock	15,032,908	2,605,220	47,837	7,448,069	110,148	50,206	35,753 00
special printing	181,511		114	9,467,635	2,500	17	9,120 06
Total	15,214,419	2,605,220	47,951	16,915,704	112,648	50,223	44,873 06
Total issue from stock to Inside and Outside Service	16,002,506	3,724,351	61,437	7,482,679	183,205	50,206	44,355 83
Total special printing for Inside and Outside Service	681,386	295,000	7,609	9,468,363	21,060	37,449	16,443 94
Grand total	16,683,892	4,019,351	69,046	16,951,042	204,265	87,655	60,799 77

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock, June 30, 1900, the balance carried forward, June 30, 1901, and the Quantity and Cost of Articles of *Stationery* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1900, to June 30, 1901.

	Baskets (New and Repaired).	Beds (Blotting and Desk).	Books and Pamphlets.	Copying Material.	Directories.	Duplicating Supplies	Rubber Bands (Boxes).	Envelope Openers and Dampers.	Erasers.	Files for Papers, &c.	Gum Arabic (lbs.)	Ink (Bottles, Pellets, &c.)	Inkstands.	Knives.	Labels, &c.	Lead Pencils, Leads, &c.	Mucilage (Bottles and Brushes, &c.)	Paper Bands.	Blotting Paper (sheets).	Wrapping Paper (Sheets).
Balance in stock, June 30, 1900	..	....	33	....	..	..	....	....	....	....	....	....	....	....	....	113	....	....	....	....
Stationery received during year	191	127	2,343	2,605	273	4,133	1,172	41	1,199	1,533	231½	1,116	203	439	15,094	18,635	699	200	23,914	177,750
Total.....	191	127	2,376	2,605	273	4,133	1,172	41	1,199	1,533	231½	1,116	203	439	15,094	18,748	699	200	23,914	177,750
Issued to the Inside Service. ..	46	37	901	877	118	189	500	17	631	1,310	115	410	75	64	12,872	2,652	296	200	7,943	43,140
" Outside Service..	145	90	1,469	1,728	155	3,944	672	24	568	223	116½	706	128	375	2,222	15,142	403	....	15,971	134,610
Total issue..... ...	191	127	2,370	2,605	273	4,133	1,172	41	1,199	1,533	231½	1,116	203	439	15,094	17,794	699	200	23,914	177,750
Balance in stock, June 30, 1901.	....	....	6	....	..	..	....	....	....	....	....	....	....	....	....	954	....	....	....	....

APPENDIX K—*Continued.*

Stationery—Concluded.

—	Writing Paper (sheets).	Envelopes.	Paper Fasteners (dozen).	Pens (dozen, fountain, &c.)	Penholders.	Pens (papers, gyratonds, &c.)	Rulers.	Scissors.	Scratch Pads.	Sealing Wax (lbs.)	Sponges and Sponge Cups.	Stamp Rubbers.	Tape (bunks).	Typewriting Machines.	Typewriting Supplies.	Carbon Paper (sheets).	Twine (lbs.)	Wax Bougies.	Miscellaneous.	Value.
																				$ cts.
Balance in stock, June 30, 1900..	.....	14,366	.		..					967			....	....	....	541	90	459		122 19
Stationery received during year	115,299	138,470	886	1,487	3,427	951	85	160	3,098	4,921	876	93	1,199	12	575	16,958	27.7153	911	2,145	19,362 93
Total.	115,299	152,836	886	1,487	3,427	951	85	160	3,098	5,888	876	93	1,199	12	575	17,499	27.8053	1,370	2,145	19,785 12
Issued to the Inside Service .	61,118	42,666	614	403	707	354	40	34	1,059	275	173	15	1,178	3	301	2,710	940	56	1,245	4,474 54
" Outside Service.	54,181	6,910	272	1,084	2,720	597	45	126	2,039	4,939	703	78	21	9	274	6,529	26.755	667	900	14,510 89
Total issue	115,299	49,576	886	1,487	3,427	951	85	160	3,098	5,214	876	93	1,199	12	575	9,239	27.695	703	2,145	18,985 43
Balance in stock, June 30, 1901	....	103,260	.	.						674				..	....	8,260	108	667		819 69

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock, June 30, 1900, the balance carried forward, June 30, 1901, and the Quantity and Cost of *Mail Bags, Mail Locks, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1900, to June 30, 1901.

	Leather Bags, New.	Cotton Duck Bags, New.				Linen Bags, New.						Seamless Cotton Bags, without Fastening.	Satchels and Mail Bags Repaired, &c.							
		Bar Clamp Lock Fastening. Class I. and II.	Bolt and Wax Seal Cup Fastening. Class III.	Waterproof Staple and Strap Fastening. Class IV. and V.	Without Fastening.	Red Striped Bar Clamp Lock Fastening. Class I.	Red Striped Bolt and Wax Seal Cup Fastening. Class II.	Drab Bolt and Wax Seal Cup Fastening. Class V. and VIII.	Drab and Yellow, without Fastening. Class III., IV. and VII.	Drab Sacks for Newspapers. Class VI.			Leather Satchels. Class II.	Brown Duck Satchels. Class III. and IV.	Reversible Cotton Duck Pouches. Class VI.	Leather.	Linen.	Cotton Ducks, &c.	Satchels and Pouches.	Letter Carriers' Straps.
Balance in stock, June 30, 1900	20	702	8	141	..	86	308	13	38	2,110		256	1	38	1	98	2,828	555	..	57
Received—Purchased or repaired	20	4,150	199	132	25	2	1,168	140	972	10,000		500	27	382	1,184	33	22,544	10,267	283	720
Returned from circulation and added to stock for reissue	..	25	..	29	..	..	..	..	..	122		5	2	6	..	10	10,622	2,150	..	34
Total	40	4,877	207	302	25	88	1,476	153	1,010	12,232		761	30	426	1,185	141	35,994	12,972	283	811
Issued to the Inside Service	..	9	7	3	25	..	182	..	..	128		..	..	..	..	..	633	32	..	..
" Outside Service	3	4,196	199	178	..	49	726	140	972	8,830		379	28	357	1,184	38	29,672	12,350	283	647
Total issue	3	4,205	206	181	25	49	908	140	972	8,958		379	28	357	1,184	38	30,305	12,382	283	647
Balance in stock, June 30, 1901	37	672	1	121	..	39	568	13	38	3,274		382	2	69	1	103	5,689	590	..	164

APPENDIX K—*Continued.*

Mail Bags, Mail Locks, &c.—Concluded.

| *Concluded* | Mail Locks | | | | | | Key-top Mail Locks. | | | Mail Cord, Twine and Tape. | Mail Cord, Twine and Tape. | Mail Cord, Twine and Tape.

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock, June 30, 1900, the balance carried forward, June 30, 1901, and the Quantity and Cost of *Stamping Material, Scales and Weights, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1900, to June 30, 1901.

	Dated Stamps.		Brass Crown Seals, New and Repaired.	Numbering Machines, New and Repaired.	Packmail Stamps, Brass and Rubber.	Rubber Stamps, New and Repaired.	Brass Rating and Hand Stamps.	Revolving Cancellers		Stamping Sets Nos. 1 and 2 without ink.	Stamping Pads, New and Repaired.	Fountain Pads.	Indelible Stamping Ink.			
	New.	Repaired.						New and Repaired.	Wooden Wells and Rollers.				Quarts.	Pints.	Gills.	Bottles for Rubber Stamps, &c.
Balance in stock, June 30, 1900.	.	.	.	.	.	103	1,767	.	13	149	18	94	6	1	56	.
Received—Purchased or repaired	945	71	136	23	9	261	3,624	140	172	3,200	331	208	252	288	5,400	85
Returned from circulation and added to stock for reissue	.	.	.	.	.	.	197	.	.	13	.	.	.	1	31	.
Total	945	71	136	23	9	364	5,588	140	185	3,362	349	302	258	290	5,487	85
Issued to the Inside Service	.	8	1	2	4	58	4	1	.	3	5	36	1	.	7	10
" Outside Service	945	63	135	21	5	217	3,912	139	104	3,106	326	189	224	250	5,001	75
Total issue	945	71	136	23	9	275	3,916	140	104	3,109	331	225	225	250	5,008	85
Balance in stock, June 30, 1901.	.	.	.	.	.	89	1,672	.	81	253	18	77	33	40	479	.

APPENDIX K—*Continued.*

Stamping Material, Scales and Weights, &c.—Concluded.

	Types.				Scales.													
					Letter (16 oz.)		Parcel (12 lb.)		Flat-bars, &c.			Mail Marking Machines						Value
	Figures.	Months, &c.	Rubber Fonts of, &c.	Rubber Stamping Cushions, Large and Small	New.	Repaired, &c.	New.	Converted, Retarded, &c.	New.	Repaired, &c.	Extra Weights.	Retired.	Supplied for.	Supplied for Obliterating Postal Stamps.	Weighed Loose for Use.	Miscellaneous.		
																	£	s. d.
Balance on stock, June 30, 1909	1,149	1,459	...	24	26		19	6		6	673			26		9	1,267	2
Received—Purchased or repaired	17,837	1,305	52	1,076	360	63	103	32	2	3	125	16	23		699	132	38	0 2 80
Returned from circulation and added to stock for issue	1			19	5		2				753				16			18 18
Total	18,987	2,764	52	1,119	391	63	124	38	2	9	1,551	16	23	26	616	141	19	20 0
Issued to the Inside Service	9	5	46				1									1		10 0
Outside Service	16,478	1,611	6	935	356	63	104	38	2	3	702	16	23	5	273	140	18	12 0
Total issues	16,487	1,616	52	935	356	63	105	38	2	3	702	16	23	5	273	140	18	22 0
Remain in stock, June 30, 1910	2,500	1,148		175	25		19			6	849			21	343	9	1	18 0

APPENDIX K—*Continued.*

STATEMENT showing the balance in stock, June 30, 1900, the balance carried forward, June 30, 1901, and the Quantity and Cost of *Street Letter Boxes and Miscellaneous Articles* obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1900, to June 30, 1901

	Steel Letter Boxes.													D. K. Miller Safety Locks.		Mail Carriers' Tin Bags, New and Repaired.	Tin Travelling Letter Boxes, New and Repaired.	Wooden Stops Boxes, New and Repaired.	Bonjour Holders.	Tin Labels, Signs, &c.	Mail Trucks, New and Repaired.	Tin Declaration Cases for P.O. Savings Bank.	Tin Plates for Money Order Books of Issue.	Key Chains.	Miscellaneous.	Value.
			New.																							
			Wrought Iron.																							
	Old Pattern.	Flat Top, for Hotel, No. 1.	Sloping Top, for Large Town, No. 2.	Sloping Top, for Small Town, No. 3.	Sloping Top, for Small Town, No. 4.	Newspaper and Parcel Boxes.	Repaired and converted.	Removing and fitting up.	Keys for.	Inside attached Locks, New and Repaired.	Miscellaneous Charges for.	New and Repaired.	Keys for.													$ cts.
Balance in stock, June 30, 1900	3	12	8	18	4	4	14		15	11	86	69	258	7	13				13	...			..	..	80	795 35
Received—Purchased or repaired	3	..	73	24	48	184	525	498	103	26	459	161	101	19	38	77	50	109	6	150	2,200	417	1,805	8,802 86
Returned from circulation and added to stock for reissue	5	1	17	2	13		19		1			20	2										47	422 10
Total	11	13	98	44	65	188	558	498	119	37	545	250	361	26	51	77	63	109	6	150	2,200	417	1,941	10,020 31
Issued to the Inside Service																77	3	82	1	150	37	..	1,212	289 21
Outside Service	3	1	88	14	46	54	531	198	74	14	408	169	88	53	40	..	37	27	5	..	..	262	646	5,253 46
Total issue	3	1	88	14	46	54	531	198	74	14	408	169	88	53	40	77	40	109	6	150	37	262	1,858	5,542 67
Balance in stock, June 30, 1901	8	12	10	30	19	134	27	..	45	23	137	81	273	3	11	..	23	..			2,163	155	83	4,477 64

APPENDIX K—*Continued.*

24—83

STATEMENT showing the balance in stock, June 30, 1900, the balance carried forward, June 30, 1901, and the Quantity and Cost of *Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.*, obtained and issued to the Postal Service generally, through the Postal Stores Branch, from July 1, 1900, to June 30, 1901.

	Overcoats.	Tunics.		Trousers.		Monograms, Large and Small.	Brass Buttons and Numbers.	Waterproof Coats.	Oil-skin Capes.	Helmets.	Caps.	
		Cloth.	Serge.	Cloth.	Serge.						Cloth.	Fur.
Balance in stock, June 30, 1900	20	34	35	28	37	474	13,213	80	109	67	207	5
Purchased	249	284	520	483	517	576	.....	230	175	330	247	385
Returned from circulation and added to stock for reissue	3	7	11	8	10	2	.....	1	5	2	5	6
Total	272	325	566	519	564	1,052	13,213	311	289	399	459	396
Issued	262	299	531	501	533	429	1,159	161	145	253	285	389
Balance in stock, June 30, 1901	10	26	35	18	31	623	12,054	150	144	146	174	7

APPENDIX K—*Concluded.*

Uniforms for Letter Carriers, Collectors, Railway Transfer Agents, Mail Porters, &c.—Concluded.

	Fur Collarettes.	Flannels Vests.	Waistbelts.	Leggings.	Leather Boots (pairs).	Rubber Boots (pairs).	Moccasins (pairs).	Button Sticks and Brushes.	Lamps.	Mourning Sleeve Bands.	Miscellaneous.	Value
												$ cts
Balance in stock, June 30, 1900	1	1	23	15	19	1	1	64	22			2,065 00
Purchased	5	5	50	96	960	25	151	122	24	516	277	16 679 93
Returned from circulation and added to stock for reissue		1	4	4	14		2	7				
Total	6	7	77	115	993	26	154	193	46	516	277	18,744 93
Issued	5	5	68	100	978	25	152	125	14	486	277	16,204 25
Balance in stock, June 30, 1901	1	2	9	15	15	1	2	68	32	30		2,540 68

SIDNEY SMITH,
Controller of Postal Stores.

R. M. COULTER,
Deputy Postmaster General.

APPENDIX L

RAILWAY MAIL SERVICE

APPENDIX L.

RAILWAY MAIL SERVICE.

STATEMENT showing the total salaries of Superintendents, Railway Mail Clerks, Transfer Agents, &c., also the mileage paid Railway Mail Clerks for fiscal years 1894–95, 1895–96, 1896–97, 1897–98, 1898–99, 1899–1900 and 1900–01.

Year.	Salaries.	Increase.	Decrease.
	$ cts	$ cts	$ cts
1894-95	292,317 58		
1895-96	301,118 51	8,800 93	
1896-97	297,313 21		3,805 30
1897-98	276,075 49		21,237 72
1898-99	276,108 02	32 53	
1899 1900	283,551 46	7,443 44	
1900 1901	294,219 59	10,668 13	

Year.	Mileage.	Increase.	Decrease.
	$ cts.	$ cts	$ cts
1894-95	104,639 58		
1895 96	109,779 61	5,140 03	
1896-97	111,107 61	1,328 00	
1897-98	107,156 46		3,951 17
1898-99	108,050 85	894 39	
1899 1900	114,910 59	6,859 74	
1900 1901	120,660 60	5,750 01	

Number of Superintendents, Railway Mail Clerks and Transfer Agents, &c., in the employ of the Post Office Department on

July 1, 1880	190
" 1885	290
" 1890	372
" 1895	421
" 1896	414
" 1897	385
" 1898	374
" 1899	373
" 1900	397
" 1901	398

APPENDIX L—*Continued.*

COMPARATIVE STATEMENT showing number of Railway Mail Clerks and Transfer Agents in the employ of this Branch, with classification, on June 30, 1896, 1897, 1898, 1899, 1900 and 1901.

	1896.	1897.	1898.	1899.	1900.	1901.
Superintendents	9	9	9	9	9	9
1st class railway mail clerks	67	61	56	60	61	66
2nd " "	149	139	132	136	136	154
3rd " "	139	133	140	135	140	152
Temporary	34	31	25	21	39	5
Mail transfer agents	10	7	7	7	7	12
Temporary	6	5	5	5	5	.....
Total	414	385	374	373	397	398

In addition to the above there is a staff consisting of two first class clerks, eight second class clerks, ten third class clerks and two temporary clerks, making a total of twenty two belonging to the outside service of the department, assisting the superintendents in their offices.

CASE EXAMINATIONS.

The following statements show the number and extent of such examinations held during the fiscal years 1897-98, 1898-99 and 1899-1900.

Year.	Cards handled.	Correctly handled.	Percentage correctly distributed.	Examinations held.	Average cards handled per each examination.
November, 1898	353,563	289,156	81·78	298	1,186
" 1899	357,426	316,804	88·63	305	1,172
" 1900	403,063	359,700	89·24	338	1,192

It will be seen by the above statement that a higher percentage of correct distribution has been attained, which goes to show that the staff have endeavoured to perfect themselves in their duties year by year, and shows the advantage to the service of the system of case examination.

APPENDIX L—*Continued.*

TABLE showing the extent of the reports made in reference to mis-sent matter for the fiscal years ended June 30, 1897-98, 1898-99, 1899-00 and 1900-01.

MONTHS.	NUMBER OF		MIS-SENT.				MIS DIRECTED.					Errors Checked against other Employees.
	Incorrect Slips.	Errors.	Packages.	Bags.	Sacks.	Registers.	Packages.	Bags.	Sacks.	Registers.	Specials.	
July, 1897	95	175	26	7	1	11	...	2	....	3	53	319
August, 1897	125	261	25	1	3	6	1	4	.....	....	50	890
September, 1897	163	299	19	1	1	2	...	2	....	1	40	2,007
October, 1897	183	436	21	4	...	8	..	.	. .	1	51	2,124
November, 1897	103	308	13	...	.	6	..	1	....	2	47	1,724
December, 1897	159	290	9	3	...	15	2	1	..	1	73	1,407
January, 1898	179	380	21	.		9	..	.	3	....	46	1,257
February, 1898	91	165	12	1	1	7	...	.	.	1	27	1,301
March, 1898	139	229	4	4	1	4	..	.	.	1	41	1,280
April, 1898	125	317	11	1	.	11	3	4	1	2	47	1,522
May, 1898	106	205	18	3	3	3	1	....	. .	1	45	1,110
June, 1898	133	210	8	..	2	2	2	1	..	2	35	1,140
Total	1,601	3,275	187	25	12	84	9	15	4	15	555	16,090
July, 1898	123	223	10	7	1	17	...	....	....	1	25	1,192
August, 1898	255	672	13	3	4	9	1	.	. .	.	47	1,731
September, 1898	168	293	10	2	3	11	....	.	.	1	35	1,982
October, 1898	188	358	14	3	2	8	3	...	1	1	47	2,564
November, 1898	192	396	17	1	1	9	1	2	.	2	39	1,903
December, 1898	97	271	17	5	1	15	1	...	2	.	37	1,436
January, 1899	140	274	9	..	..	4	2	.	.	....	38	1,440
February, 1899	134	293	11	5	..	6	..	.	....	....	30	1,634
March, 1899	146	273	20	...	2	16	1	2	....	.	26	988
April, 1899	105	233	10	1	....	5	3	.	2	1	16	946
May, 1899	172	267	16	3	2	19	.	1	.	1	36	1,774
June, 1899	109	188	20	3	3	5	.	.	.	2	35	1,630
Total for fiscal year ended June 30, '99	1,829	3,741	67	35	19	124	12	5	5	9	411	19,220

SESSIONAL PAPER No. 24

APPENDIX L—*Continued.*

TABLE showing the extent of the reports made in reference to mis-sent matter for the fiscal years ended June 30, 1897-98, 1898-99, 1899-00 and 1900-01—*Continued.*

MONTHS.	Number of	Missent.				Misdirected.					Errors not charged against the Divisions.
July, 1899.	135	267	14	4	4	8	1		1		1,206
August, 1899.	154	246	31	2	6	12			1	1	1,000
September, 1899.	121	236	19	1	2	9	1	3			1,167
October, 1899.	89	149	32	2	3	7	1				780
November, 1899.	118	193	15	6	1	13	1				1,247
December, 1899.	112	172	24	6		10		1		3	931
January, 1900.	89	147	15			11	1		2		870
February, 1900.	93	195	20	4	1	9				2	940
March, 1900.	137	264	19		1	22		1	2		1,511
April, 1900.	105	258	14	2		11		3	1	2	1,088
May, 1900.	125	206	36	2	1	10			1	4	1,149
June, 1900.	135	224	14	1	2	8					923
Total for fiscal year ended June 30, 00	1,486	2,555	249	29	21	130	5	8	8	12	12,658
July, 1900.	122	222	31	3	3	12	1	2			1,107
August, 1900.	187	416	26	4	5	10				2	1,811
September, 1900.	120	292	15	3	3	12	2			2	968
October, 1900.	138	171	22	6	1	2	1			4	797
November, 1900.	139	272	34	1	3	8			1	5	873
December, 1900.	117	164	17	1		10	2	1			747
January, 1901.	87	206	23			5			1	2	563
February, 1901.	109	164	9	2	3	7		1	1	2	532
March, 1901.	140	184	14	2	2	7			2	3	632
April, 1901.	114	206	18	1	1	11	2	3			824
May, 1901.	110	151	17	6	3	7		1		1	881
June, 1901.	122	214	13	4	1	10					474
Total for fiscal year ended June 30, 01	1,505	2,666	239	33	26	101	8	8	5	26	10,187
Total for fiscal year ended June 30, 98	1,601	3,[illegible]	187	[illegible]	[illegible]	84	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " 99	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " 00	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
" " 01	1,505	2,666	239	33	26	101	8	8	5	26	10,187

APPENDIX L—*Continued.*

RAILWAY MAIL SERVICE.

During the fiscal year 1900–1901, 609·1 miles of additional railway were utilized for mail purposes, making a total actual mileage over which mails were carried on June, 30, 1901, of 16,962.14.

The following statement shows the details of such additional service :—

NEW SERVICES BY RAILWAY.

Railway.	Terminal Points.	Distance in Miles.	Service.
Canada Atlantic	Pembroke–Locksley Station	6·3	Tri-weekly. B.C.
Canadian Northern	Winnipeg-Beaver Mills	151·3	Tri-weekly and semi weekly. B.C.
" "	Dauphin-Grand View	29·3	Semi-weekly. B.C.
Canadian Pacific	Cranbrook-Kimberley	17·8	Tri-weekly. B.C.
" "	Reston-Manor	44·7	" "
" "	Minnedosa-Rapid City Jct	18·2	" "
" "	Hamiota-Minnota	20	" "
" "	Deloraine-Waskada	17·2	Semi-weekly "
" "	Winnipeg-Arnaud	46·7	Tri-weekly "
" "	Molson-Lac du Bonnet	21·5	Weekly "
" "	Greenwood-Midway	9·2	Daily "
" "	Elrôit-Phoenix	9·8	" "
Central Ontario	Coe Hill Mines-Bancroft	12	R.P.O.
Great Northern	Grand Mere Jct–Burrill's Siding	·8	B.C.
Moncton and Buctouche	Moncton-Buctouche	32	Daily. B.C.
Ottawa, Northern and Western	Extension to Ottawa Central Station	2·7	
Northern Pacific	Portage la Prairie-Beaver	19·2	Semi-weekly. B.C.
Quebec and Lake St. John	Garneau Jct-Grand Mere Jct	4	Daily. B.C.
St. Mary's River	Cardston-Lethbridge	49	Tri-weekly. B.C.
Tilsonburg, L. E. and Pac.	Port Burwell-Tilsonburg	20	Daily North and semi-daily South. (Baggage car)
White Pass and Yukon	Lake Bennett–White Horse	70·2	Daily. B.C.
	Total	609·1	

APPENDIX L—*Continued.*

CHANGES IN EXISTING SERVICES.

During the year there have been established the following increases in the frequency of railway mail service :—

Railway.	Terminal Points.	Distance in Miles	Particulars.
Canadian Northern..	Dauphin-Swan River..	101·7	Increased from weekly to semi-weekly.
Canadian Pacific	Brandon-Alameda	150	Increased from tri-weekly to daily.
"	Montreal-Ste. Agathe	63·8	Service changed from R. C. to R. P. O. daily.
"	Dunmore Junction-Macleod	142·2	" "
"	Macleod-Kootenay Landing	251·1	" "
"	Winnipeg-Napinka..	220·7	Increased from tri-weekly to four times a week.
"	Winnipeg-Brandon	132·7	Increased baggage car service daily.
"	Portage la Prairie-Minnedosa	78·1	Additional tri-weekly service by R. C.
"	Mattawa-Kippewa	48	Increased from semi-weekly to tri-weekly.
"	Calgary-Strathcona	191·8	Increased one double trip daily by R. C.
"	Winnipeg-Rat Portage	152·8	Additional tri-weekly service one way by R. C.
Grand Trunk..	Wingham-Kincardine	28·10	R. P. O. service by trains 31 and 34 extended to Kincardine.
Intercolonial	St. Paschal-Levis	89	R. C. additional weekly service.
"	Montreal-Levis	162·83	Additional service by R. C. five single trips weekly.
Toronto, Hamilton and Buffalo..	Hamilton-Brantford	24·95	Additional daily R. C. service both ways.
" "	Hamilton-Welland..	38	" "

NOTE. In addition to the above there were a number of minor increases and changes during the fiscal year on branch lines, which were chiefly of a temporary nature.

RAILWAY MAIL SERVICE.

During the year ended June 30, 1901, mail service was established on 609·1 miles of additional lines as follows :—

Name of Railway.	Places between which New Railways have been used for Mail Purposes since June, 1900.	Miles.
Canada Atlantic	Pembroke and Locksley Station	6·3
Canadian Northern—		
South Eastern Section	St. Boniface Junction and Beaver Mills-Beaudette Station	151·3
Swan River Section	Dauphin and Grand View	29·3
Canadian Pacific—		
North Star Section	North Star Junction and Kimberley	17·8
Pipestone "	Extension from Reston to Manor	44·7
Sask. and West. Section	Minnedosa and Rapid City Junction	18·2
North Central "	Extension from Hamiota to Minnota	20
Waskada "	Deloraine and Waskada	17·2
Emerson "	Winnipeg Junction and Arnaud	46·7
Lac du Bonnet "	Molson and Lac du Bonnet	21·5
Boundary "	Extension from Greenwood to Midway	9·2
Phoenix Branch "	Eholt and Phoenix	9·8
Central Ontario	Extension from Coe Hill Mines to Eaneroft	12
Great Northern	Extension from Grand Mere Junction to Berrills Siding	8
Moncton and Buctouche	Moncton and Buctouche	32
Northern Pacific	Extension from Portage la Prairie to Beaver	19·2
Ottawa, Northern and Western	Extension to Ottawa Central Station	3·7
Quebec and Lake St. John	Extension from Gonnacs Junction to Grand Mere Junction	4
St. Mary's River	Carleton and Lethbridge	49
Tilsonburg, Lake Erie and Pacific	Port Burwell and Tilsonburg	20
White Pass and Yukon..	Extension from Bennett to White Horse	70·2
	Total	609·1

APPENDIX L—*Continued.*

STATEMENT of Distance travelled with Mails on each Railway in Canada during Fiscal Year ended 30th June, 1901.

Name of Railway	Actual Length of Railway in Miles.	Service by Postal Cars. Distance in Miles.					Service by Baggage Cars. Distance in Miles.					Actual Annual Mileage by Postal Cars.	Actual Annual Mileage by Baggage Cars.
		Daily, including Sunday.	Six times per week.	Ten weekly.	Semi-weekly.	Weekly.	Daily, including Sunday.	Six times per Week.	Five times per week.	Ten weekly.	Semi-weekly.	Weekly.		
Alberta	66 5									133				20,748
Atlantic and Lake Superior	98		196										60,564	
Bay of Quinté	60		208					50					64,896	16,448
Boston and Maine	33 75		67 5					81 7				3 55	21,840	22,023
Brockville, Westport and S.S. Marie	45		90										28,080	
British Columbia Electric Ry	12							48						14,976
Canada Atlantic	116 8		316 5					694 9		12 6			96,248	252,120 2
Canada Coals and Railway Co	12							24						7,488
Canada Eastern	120							318						99,216
Canadian Northern	387 8			271 6						36 3	491 2	92 8	42,181 1	54,909 6
Canadian Pacific	7,748 17	6,387	7,658	2,074		156	552 8	6,350	14	937	1,115	899	4,422,167 2	2,232,666 9
Carcross	65							130						40,560
Central N.S.	74							148						46,176
Central (N.B.)	45							90						27,872
Central Ontario	116		280					11					87,336	3,448
Central Vermont	88 28		238 24				156	189 32				52	74,569	118,901
Cumberland Ry. and Coal Co	42							84						25,693
Dominion Atlantic	217		434					198					135,408	61,776
Elgin and Havelock	27							54						16,848
Esquimalt and Nanaimo	78		156										48,516	
Grand Trunk	2,959 18	666	7,695	142			1,664	6,855				105 41	2,421,727 89	2,725,572 22
Great Northern	52							104						9,200
Halifax and Yarmouth	50							100						43,200
H. G. and Beauxsville Electric Ry	10							40			100			8,600
Hull Electric Ry	7 33		14 66					29 32					4,576	9,172
Intercolonial	1,226 9		4,616 16					2,075	325		211 1	318	1,344,241 14	685,351 25
Irondale, Bancroft and Ottawa	40							60		20				21,840
Kootenay Ry. and Navigation Co	33 5						66							23,978
Kent Northern	27							54						14,634
Kingston and Pembroke	104		208					94					64,896	29,328

Lake Erie and Detroit River	173	53			321	44	..							183	52							100,289	28	46,135	92
Maine Central	33													106										33,072	
Metropolitan Electric Co	28													112										34,944	
Michigan Central	356	6			624	3								442	4							194,751	6	138,340	8
Moncton and Buctouche	32													64										15,360	
Montfort Colonization	33													66										20,592	
Nelson and Fort Sheppard	60													120										39,240	
New Brunswick and P. E. Island	36													72										22,464	
New Westminster and Southern	24	3																48	6					7,488	
New York Central and Hudson Riv.	54													224										69,888	
Northern Pacific	337						371	8						49				231		86	2	51,353	3	60,576	4
Orford Mountain	28													56										17,472	
Ottawa, Northern and Western	59	5			120									59								37,380		8,358	
Ottawa and New York	54	8												113	4									35,380	8
Pontiac Pacific Junction	70	6			118	6								22	6							36,816		6,864	
Prince Edward Island	206	6			354									359	6							112,080	4	119,168	3
Quebec Central	213				475									58								148,659		18,479	
Quebec and Lake St. John	242				320								116	146								114,358		43,310	
Quebec Ry., Light and Power Co	25	22												90										28,278	
Quebec Southern	36													72										22,464	
Red Mountain	10											20												7,300	
St. Mary's River	49																							1,274	
Salisbury and Harvey	45				90																	28,080			
Shore Line	82	5												165										51,480	
South Shore	45													163	28									48,056	
Sydney and Louisburg	40													80										24,960	
Temiscouata	113				226																	70,512			
Thousand Islands	3	5										14		28										9,478	
Tilsonburg, Lake Erie and Pacific	20													60										14,760	
Toronto, Hamilton and Buffalo	80	58												262										78,142	64
Victoria and Sidney	16													32										9,984	
White Pass and Yukon	111	2												222	4									65,504	
Total	16,962	14	7,203		24,821	4	2,8804			272		2,472	8	21,236	44	339		1,418	5	2,0034		1,461	76	9,811,529	91	7,796,322	03

APPENDIX L—*Continued.*

Detail of service performed by postal and baggage car during the fiscal year 1900-01.

POSTAL CAR.

Frequency.	Miles.
Daily, including Sundays	7,203
Daily, excluding Sundays	24,821·4
Tri-weekly	2,859·4
Weekly	272
	35,155·8

Or when reduced to a daily (except Sunday) basis, 34,695 miles.

BAGGAGE CAR.

Frequency.	Miles.
Daily, including Sundays	2,472·8
Daily, excluding Sundays	21,236·44
Five times a week	339
Tri-weekly	1,418·5
Semi-weekly	2,003·4
Weekly	1,461·76
	28,931·9

Or when reduced to a daily (except Sunday) basis, 26,014 miles.

APPENDIX L—*Continued.*

COMPARATIVE STATEMENT of Railway Mail Service from June 30, 1895, to June 30, 1901

DATE.	Miles of railway in operation on which mails are carried	Daily service by postal cars. Distance travelled in miles	Daily service by apparatus. Distance travelled in miles	Time Allowance. Daily	Time Allowance. Yearly
In June, 1896	14,669	28,654	19,153	47,807	14,913,784
" 1895	14,463	30,435	20,119	50,554	14,836,749
	206	1,781	966	2,747	79,049
In June, 1897	14,779	29,000	19,302	48,302	15,118,526
" 1896	14,669	28,654	19,153	47,807	14,915,784
	110	346	149	495	202,742
In June, 1898	15,324	29,540	20,853	50,393	15,773,655
" 1897	14,779	29,000	19,302	48,302	15,118,526
	545	540	1,553	2,093	655,109
In June, 1899	15,848	31,000	21,898	52,898	16,132,255
" 1898	15,324	29,540	20,853	50,393	15,773,635
	524	1,460	1,043	2,503	358,620
In June, 1900	16,354	33,514	24,754	58,268	16,743,466
" 1899	15,848	31,000	21,898	52,898	16,132,255
	506	2,514	2,856	5,370	611,211
In June, 1901	16,962	34,695	26,014	60,709	17,537,847
" 1900	16,354	33,514	24,754	58,268	16,743,466
	608	1,181	1,260	2,441	794,381

The additional miles of railway over which mails have been carried since June, 1900, is . . . . . 609·1

Less the following decrease since June, 1900:—

Prince Edward Island Railway . . . . . 1·2

Actual increase . . . . . 607·9

APPENDIX L—*Concluded.*

In addition to the annual mileage performed by railway the following service by water was performed during the fiscal year :—

District.	Mileage.
British Columbia	575,847
Manitoba	25,650
Ontario	336,731
Quebec	157,847
New Brunswick	45,961
Nova Scotia	75,554
Total	1,217,590

Service performed 1899–00	1,271,234
" " 1900–01	1,217,590
Decrease	53,644

R. M. COULTER,
Deputy Postmaster General.

B. M. ARMSTRONG,
Controller, R. M. S.

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR

1900-1901

PRINTED BY ORDER OF PARLIAMENT

OTTAWA
PRINTED BY S. E. DAWSON, PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1901

[No. 25—1902]

To His Excellency the Right Honourable Sir Gilbert John Elliot, Earl of Minto, G.C.M.G., &c., &c., Governor General of Canada.

MAY IT PLEASE YOUR EXCELLENCY:—

The undersigned has the honour to lay before Your Excellency the Report of the transactions of the Department of the Interior for the fiscal year ending June 30, 1901.

Respectfully submitted,

CLIFFORD SIFTON,

Minister of the Interior.

OTTAWA, November 30, 1901.

TABLE OF CONTENTS

PAGE.

Report of the Deputy Minister of the Interior 1

PART I.—DOMINION LANDS.

Report of the Commissioner 3
" Inspector of Agencies 4
" Agent at Alameda 10
" " Battleford 12
" " Brandon 14
" " Calgary 15
" " Dauphin 16
" " Edmonton 18
" " Kamloops 20
" " Lethbridge 21
" " Minnedosa 23
" " New Westminster 24
" " Prince Albert 25
" " Red Deer 26
" " Regina 28
" " Winnipeg 29
" " Yorkton 33
" Chief Inspector of Surveys 34
" Chief Clerk, Timber, Mineral, Grazing and Irrigation 36
" Crown Timber Agent, Winnipeg 92
" " New Westminster 100
" " Calgary 104
" " Prince Albert 107
" " Edmonton 111
" Ordnance and Admiralty Lands Branch 113
" Land Patents Branch 118
" Accountant of the Department 122
" School Lands Branch 131
" Registrar of Correspondence 136

PART II.—IMMIGRATION.

PAGE.

Report of the Superintendent of Immigration 3

REPORTS OF HIGH COMMISSIONER AND EUROPEAN AGENTS.

Report of the High Commissioner for Canada 5
" W. T. R. Preston, Inspector of Agencies in Europe 10
" G. H. Mitchell, Assistant Agent, Liverpool 15
" Alfred F. Jury, Agent for North of England 18
" W. L. Griffith, Agent in Wales 21
" H. M. Murray, Principal Agent for Scotland 27
" John Grant, Agent in Scotland 31
" Thomas Duncan, Agent in Scotland 33
" C. R. Devlin, Canadian Commissioner, Ireland 35
" E. O'Kelly, Agent in Ireland 38
" John Webster, Agent in Ireland 39
" D. Treau de Cœli, Agent in Belgium 40

REPORTS OF AGENTS IN EASTERN CANADA.

Report of J. V. Lantalum, Immigration Agent at St. John, N.B. 42
" F. W. Annand, Immigration Agent at Halifax, N.S. 50
" P. Doyle, Immigration Agent at Quebec, P.Q. 64
" John Hoolahan, Immigration Agent at Montreal, P.Q. 78
" G. Bogue Smart, Inspector British Immigrant Children and Receiving Homes ... 94

REPORTS OF IMMIGRATION OFFICIALS IN WESTERN CANADA.

Report of the Commissioner of Immigration 109
" C. W. Speers, General Colonization Agent 140

REPORTS OF OPERATIONS IN UNITED STATES.

Report of W. J. White, Inspector of Agencies 143
" M. V. McInnes, Detroit, Michigan 147
" Jas. N. Grieve, Sault Ste. Marie, Michigan 149
" E. T. Holmes, Indianapolis, Indiana 151
" J. Young, Columbus, Ohio 152
" C. J. Broughton, Chicago, Illinois 153
" Benjamin Davies, St. Paul, Minnesota 154
" Charles Pilling, St. Paul, Minnesota 155
" J. M. MacLachlan, Milwaukee, Wisconsin 156
" W. V. Bennett, Omaha, Nebraska 157
" J. S. Crawford, Kansas City, Missouri 158
" W. H. Rogers, Watertown, South Dakota 159
" J. H. M. Parker, Duluth, Minnesota 160
" W. Ritchie, Grafton, North Dakota 161
" Rev. M. Blais, on French Colonization 162
" Rev. H. L. Gouin, on French Colonization 163
" Damase Gauthier, on French Colonization 164
" C. O. Swanson, on Scandinavian Immigration 165

PAGE.

" Quebec and Lake St. John Railway Colonization Department ... 166
" A. Ribout, on Northern Temiscaming ... 168
R. A. Burriss, on Rainy River and Thunder Bay ... 170
" T. A. Brisson, General Agent Repatriation and Colonization Society of Montreal. 173
" T. O. Currie, Milwaukee, Wisconsin ... 175

PART III.—DOMINION LANDS SURVEYS.

Report of the Surveyor General ... 1
Schedule of Surveyors employed and work done ... 14
List of Lots in Yukon Territory surveyed and surveys confirmed ... 17
Survey Records Branch, statement of work ... 21
Photographic Office, statement of work ... 21
Lithographic Office, statement of work ... 22
List of Dominion Land Surveyors supplied with standard measures ... 23
Report of Cyrus Carroll, D. L. S. ... 25
" Thos. Turnbull, D. L. S. ... 27
" James Dickson, D. L. S. ... 30
" J. C. Desmeules, D. L. S. ... 33
P. R. A. Belanger, D. L. S. ... 38
" A. J. Brabazon, D. L. S. ... 42
" J. A. Belleau, D. L. S. ... 43
" Louis E. Fontaine, D. L. S. ... 46
" W. F. O'Hara, D. L. S. ... 50
" J. E. Woods, D. L. S. ... 52
Albert C. Talbot, D. L. S. ... 55
J. K. McLean, D. L. S. ... 58
C. C. DuBerger, D. L. S. ... 60
J. E. Ross, D. L. S. ... 63
W. J. Deans, D. L. S. ... 65
" George White-Fraser, D. T. S. ... 68
" Arthur Saint Cyr, D. L. S. ... 76
Examination Papers for Dominion Land Surveyors ... 85
Report of James White, Geographer ... 95
J. W. Tyrrell, D. L. S. ... 98
" C. C. Fairchild, D. L. S. ... 125
Elevations and distances ... 127
Portages ... 132
Latitudes, longitudes and declinations ... 133
Meteorological observations ... 134
Barometer readings ... 153

LIST OF PLATES ACCOMPANYING REPORTS OF GEORGE WHITE FRASER, D.T.S., AND ARTHUR SAINT CYR, D.L.S.

No. PAGE.

1 South of Lake Bernard, near Watson River ... 139
2 Watson River ... 141
3 Gorge at Head of West Arm ... 142
4 View from Summit between West Arm and Wagner River, looking South ... 143

No. PAGE.

5. On Pass from West Arm to Wheaton River 167
6. View of Wheaton River Valley, from Summit 169
7. New River, looking W. and S. from Divide into Wheaton River 171
8. New River, from Lake Side, looking North 173
9. Lake on Summit, overlooking Takhini River 175
10. Takhini River from near Post L., looking South 177
11. Packing up Dalton Trail ; River Bottom 179
12. Packing 181
13. Camp on Alsek River, Post M 183
14. N. W. M. P. Post at Dalton House 185
15. Crossing Alsek River at Dalton House 187
16. Mountains West of Kaskawulsh 189
17. Maine Hotel, Lake Wares 191
18. Happy Valley 193
19. Dry Bed of Old River in the Happy Valley 195
20. One Mile West of Morin Mt., looking West 197
21. Foot of White Range, facing West 199
22. Foot of Red Range, facing East, Post 51 201
23. Boundary Line, 120 feet West of Post 56, looking West 203
24. Boundary Line, 840 feet West of Post 56, looking West 205

LIST OF PLATES ACCOMPANYING REPORT OF J. W. TYRRELL, D.L.S.

1. Members of Expedition at Chippewyan 209
2. Old Fort Reliance 211
3. Second Rapid, Lockhart River 213
4. Lower Drop of Parry Falls 215
5. An Early Spring Bath, Kipling Lake 217
6. Lunch at Crossing of Saskatchewan River 219
7. Lac-la-Biche, Hudson's Bay Company's Post 221
8. Halt for Lunch at a Hunter's Camp 223
9. Fort McKay, Athabasca River 225
10. Fort Chippewyan 227
11. Slave River, North from Fort Smith 229
12. Fort Resolution, Great Slave Lake 231
13. Hudson's Bay Company's Dwelling, Fort Resolution 233
14. Interior Roman Catholic Church, Fort Resolution 235
15. Sleds constructed at Fort Resolution for expedition 237
16. Ice pressure on Great Slave Lake 239
17. Halt for lunch at Big Point, Great Slave Lake 241
18. Camp 11 Miles 243
19. Sleds at Swallow Islands, Great Slave Lake 245
20. Pyke's Portage Landing, Great Slave Lake 247
21. Glacier Creek, Charlton Harbour 249
22. Deer Trails at Fort Reliance 251
23. Old Fort Reliance 253
24. Parry Falls, from West Bank 255
25. White Spruce Timber, Burr Lake, Pike's Portage 257
26. Camp on West Shore Artillery Lake 259
27. Camp in Last Woods, on East Shore Artillery Lake 261
28. South End Crystal Island, Artillery Lake 263

No. Page.

29. A Fifteen-Minute Catch, Artillery Lake ... 295
30. Cache of Provisions, Artillery Lake ... 297
31. Difficult Canoe Navigation ... 299
32. Camp at Height of Land ... 271
33. Sifton Lake and Cairn on Musk Ox Hill ... 273
34. Baby Musk Ox, Sifton Lake ... 275
35. Rapids at Station 321, Hanbury River ... 277
36. Dickson Canyon, Hanbury River ... 279
37. Dickson Canyon, Hanbury River ... 281
38. Hanbury River, below Dickson Canyon ... 283
39. Helen Falls, Sixty Feet, Hanbury River ... 285
40. Junction of Thelon and Hanbury Rivers ... 287
41. Sandstone Cliffs, at Forks of Hanbury and Thelon ... 289
42. Eskimos on Thelon River ... 291
43. Canoe Sailing on Upper Thelon River ... 293
44. Eskimos on Thelon River ... 295
45. Eskimos in Kyacks on Thelon River ... 297
46. Peter French, Iroquois Steersman ... 299
47. Portaging First Rapids on Upper Thelon ... 301
48. Lunch on Sandy Shore of Upper Thelon River ... 303
49. Farthest Camp on Upper Thelon ... 305
50. View of Upper Thelon from Cairn Hill ... 307
51. Cairn Hill at Farthest Point on Upper Thelon River ... 309
52. J. W. Tyrrell, as on 160 Mile Tramp ... 311
53. J. W. Tyrrell, as Camped on 160 Mile Tramp ... 313
54. South Extremity Artillery Lake ... 315
55. Surf at Stony Island, Great Slave Lake ... 317
56. Wrecked on Stony Island, Great Slave Lake ... 319
57. Hauled up at Fort Resolution for Repairs ... 321
58. Wooding-up at Fort Brulé, Slave River ... 323
59. Cutting Wood for Argo on Slave River ... 325
60. Expedition Crossing Smith Portage ... 327
61. Dog Team and Carry-all Arriving at La-la-Biche ... 329

PART IV.—ROCKY MOUNTAINS PARK.

Report of the Superintendent ... 3
" Caretaker Cave and Basin ... 9
Meteorological Tables ... 19

LIST OF PLATES ACCOMPANYING ROCKY MOUNTAINS PARK REPORT.

1. Buffalo, Banff, Alta. ... 19
2. The Basin, Banff ... 21
3. Cascade Mountain, Banff ... 23
4. Bow Valley, from C. P. R. Hotel, Banff ... 25
5. Devil's Head Canyon, Banff ... 27
6. Rocky Mountain Park, Banff ... 29

PART V.—NORTH-WEST REGISTRARS.

PAGE.

Report of Inspector of Land Titles Offices 1
" Registrar at Battleford 4
" " Prince Albert 5
" " Regina 5
" " Calgary 6
" " Edmonton 7

PART VI.—HALF-BREED COMMISSIONERS.

Report of Commissioners McKenna and Walker 1
" " Côté and McLeod 5

PART VII.—KEEWATIN.

Report of His Honour Lieutenant Governor McMillan 1

PART VIII.—FORESTRY.

Report of Superintendent Stewart 1
" Norman M. Ross 13
" A. P. Stevenson 16
" John W. Thompson 18
" C. A. Walkinshaw 19
" Thomas Young 20
" James Leamy 21
" D. J. McDonald 23

LIST OF PLATES ACCOMPANYING REPORT OF THE SUPERINTENDENT OF FORESTRY

No.

1. Plantation Set Out under Government Co-operative Scheme 27
2. In Stanley Park, Vancouver, B.C. 29
3. Arbutus or Madrona Tree 31
4. Dominion Forestry Exhibit at the Brandon Fair 33
5. In the Rocky Mountains, near Lake Louise 35
6. In the Cypress Hills in Western Assiniboia 37
7. View of the Prairie, with Rocky Mountains in Distance 39

PART IX.—YUKON.

Report of the Commissioner of the Territory 1
" Gold Commissioner 7
" Comptroller 10
" Crown Timber and Land Agent 11
" Registrar 14
" Director of Surveys 15

MAPS

[*IN POCKET.*]

MAPS TO ACCOMPANY REPORT OF THE SURVEYOR GENERAL.

Map of Exploration Survey of Divide between Great Slave Lake and Hudson Bay, Districts of Mackenzie and Keewatin, Dominion of Canada (22 sheets), accompanying report of J. W. Tyrrell, D.L.S.

Index Map to above.

ANNUAL REPORT

OF THE

DEPARTMENT OF THE INTERIOR

FOR THE YEAR 1901.

DEPARTMENT OF THE INTERIOR,
OTTAWA, October 28, 1901.

To the Hon. CLIFFORD SIFTON,
Minister of the Interior.

SIR,—I have the honour to submit the report of the Department of the Interior for the twelve months ending June 30, 1901, being the 28th annual statement since the inception of the department in 1873.

As will be observed from the different returns submitted, which have been prepared with a view specially to affording every possible information of interest regarding the varied services under the immediate control of the department, the result of the work generally has been most satisfactory. Substantial increases have been recorded in the general revenue of the department, in the total acreage of land disposed of by sale by the government and railway companies, and what is the best indication of the development of the country, in the number of free homestead entries granted to bona fide settlers who have located on farms in western Canada. A careful examination of the returns for the last five years, as compared with the corresponding preceding period, will show the extent of the improvement that has been brought about in the results obtained through the efforts put forth by the department to open up to settlement the agricultural fields of Manitoba and the North-west Territories. The expectations for the past year would appear to have been fully justified, and the methods followed by the department in this relation have been attended with such marked success, that it is proposed to operate as nearly as possible on similar lines during the coming season. It is gratifying to note that the large increase in the population of Manitoba and the North-west Territories, as shown by recent census returns, has been chiefly due to the movement of immigration which the department in the last few years has succeeded in

directing towards western Canada, and that the additions thus gained to the population are composed of settlers who have proved themselves to be entirely self-sustaining and in every way worthy of Canadian citizenship. There is, therefore, every evidence that Manitoba and the Territories have entered upon an era of prosperity, which, coupled with the bountiful harvest of the past season will contribute in no small degree to bring their great agricultural resources prominently before the emigrating world.

DEPARTMENTAL CHANGES.

Amongst the important changes that have been made in the personnel of the department may be mentioned the appointment, on January 18, 1901, of Mr. J. Obed Smith, of Winnipeg, as Commissioner of Immigration, in lieu of Mr. W. F. McCreary, who had resigned that office on September 30 previous. Mr. Smith has been a resident of Manitoba for a number of years, and being possessed of superior administrative abilities, and a thorough knowledge of the country, he should prove himself fully competent to discharge the duties of his office to the satisfaction of the department and of the public.

I desire also to record the appointment, on the 5th of June last, of Professor Eugene Haanel, Ph. D., as Superintendent of Mines, in lieu of Mr. William Pearce, who was transferred, by Order in Council of the 8th June, to the office of Chief Inspector of Surveys.

It may be explained in this relation that in view of the recent development of mining industries in the Yukon Territory and other sections of the country where the lands are under the control of the Dominion government, it was felt that provision should be made for the appointment of a special technical officer whose scientific knowledge and practical experience in mining matters would fit him to take charge of this particular branch, such officer to advise the department upon the requirements in connection with this service and prepare reliable information for publication. Professor Haanel, who was latterly employed as Professor of Physics at the University of Syracuse, in the state of New York, had previously, for some fifteen years, held the chair of science at the Victoria University, Cobourg, Ont. He is a member of the Royal Society of Canada, an expert mineralogist, and otherwise specially qualified by scientific knowledge and attainments to take charge of the important position to which he has now been appointed. He has already rendered very valuable services in connection with the establishment of the new Dominion assay office at Vancouver, and as he will be specially charged with the compilation of accurate information and official statistics with regard to mines and mining industries generally throughout the Dominion, there is no doubt that he will thus be in a position to supply a long felt want in this respect.

Mr. Pearce, who is fully conversant with the Dominion system of surveys, having been continuously connected with the same in various capacities since the year 1874, will in future be entrusted with the work of superintending the inspection of surveys, as well as other special duties which may be entrusted to him by the department.

OFFICE ACCOMMODATION.

Owing to the large increase in the work of the department, it was found necessary to provide new quarters for the Topographical Surveys Branch, and for this purpose very commodious offices have been leased at the corner of Metcalfe and Slater streets, and are now occupied by the Surveyor General and his staff. The increased accommodation which has thus been provided will afford better facilities for the performance of the important technical work which is conducted under the direction of the Surveyor General, and at the same time permit of the lithographic office being equipped in such a way as to be in a position to cope with the increasing demands that are made upon it.

It was also decided to move the Immigration Branch from the Langevin Block to more suitable quarters, and with this end in view, one flat of the new Imperial Building, on Queen street, has been secured and is now occupied by the Superintendent of Immigration and the officials employed under him. These offices are centrally located, and will afford ample accommodation for the staff, as well as for the storage of the large stock of immigration literature which has to be kept on hand, and which in the Langevin Block formed a constant source of danger from fire, lying as it did in the halls and doorways, for lack of storage room.

I wish to state here that it would certainly be in the interest of the department that all the offices under its control at headquarters should be in one building, and it is hoped that some means may be devised at an early date to have this done. In the meantime, however, the arrangements that have been made would appear the best possible under the circumstances, and will answer the purposes of the department.

STATEMENT showing Gross Revenue (Cash and Scrip) received from all sources during the fiscal year 1900-1901, compared with the receipts for the previous fiscal year, 1899-1900.

Revenue.	Fiscal Year 1899-1900. Cash and Scrip.	Fiscal Year 1900-1901. Cash and Scrip.	Increase.	Decrease.	Total Net Increase.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Dominion Lands	1,503,743 00	1,874,159 09	370,416 09		
Sawed Lands	220,874 78	48,049 83		172,824 95	
Seed Grain	15,271 84	15,711 63	439 79		
Ordnance Lands	11,013 53	14,604 47	3,590 94		
Fines and Forfeitures	1,492 92	1,957 96	465 04		
Registration Fees	24,711 69	33,979 77	9,268 08		
Casual Revenue	3,664 00	1,587 47		2,076 53	
	1,780,761 76	1,990,050 32	384,209 94	174,901 48	209,308 76

REVENUE AND EXPENDITURE.

The total revenue of the department for the past fiscal year ending June 30, 1901, as shown by the foregoing statement, amounted to $1,990,070.32, being a net increase of $209,308.56 over the preceding year.

The increase under the heading of Dominion lands has been $370,416.09. This includes the revenue from the officials of the department in the Yukon Territory, but as the increase from this latter source was only $105,103.06, it leaves a net increase of $265,313.03 in the revenue on account of Dominion lands in Manitoba, the North-west Territories and within the railway belt of British Columbia.

It may also be pointed out that the revenue from school lands during the fiscal year 1899-1900, when extensive sales were held throughout Manitoba and the Territories, amounted to $220,874.78, whereas the revenue from the same source fell to $48,049.83 this year, which is a total decrease of $172,824.95. This revenue is not chargeable to Dominion lands, and should hardly be taken into account when computing the business of the department, as the sales of school lands are not held at regular intervals, and the revenue derived therefrom is devoted exclusively to the school endowment funds of the province of Manitoba and the North-west Territories. Leaving out this item, therefore, from the gross revenue for the past year, as compared with the previous year, the net increase as between the two would be $382,133.51 in favour of the former.

Statement showing Receipts on account of Dominion Lands from July 1, 1872, to June 30, 1901.

Fiscal Year.	Homestead Fees.	Pre-emption Fees.	Improvements.	Sales.		Map sales, Office and Registration Fees, &c.	Surveyors' Examination Fees.	Miscellaneous, including Trust.	Inspection, Cancellation and Sundry Fees.	Timber Dues.
				Cash.	Scrip.					
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872-73	6,960 00			19,170 20						109 25
1873-74	7,310 00			19,834 75				125 50		2,710 35
1874-75	11,510 00			13,666 90		129 00				2,395 25
1875-76	4,680 00			3,478 94	320 00					387 00
1876-77	2,250 00			1,085 86	136,955 16	4 00		100 00	40 00	320 00
1877-78	14,540 00			2,794 86	120,159 54		189 00		280 00	1,620 00
1878-79	17,690 00			4,998 39	210,904 84	81 00	310 00	13 70	410 00	325 00
1879-80	41,295 00	10,241 43		45,708 97	81,685 86	245 40	580 00	183 25	1,780 00	25,121 46
1880-81	20,450 00	10,801 75	269 00	71,170 17	70,828 30	985 40	420 00	37 58		32,028 34
1881-82	54,155 00	39,843 90	1,758 00	1,240,328 27	50,590 84	3,036 45	890 00	58 10		38,703 14
1882-83	73,015 00	54,725 00	7,114 91	516,092 21	33,638 40	3,109 50	890 00	501 77		30,066 46
1883-84	41,580 00	28,810 00	2,596 11	424,863 36	40,919 67	1,289 55	530 00	45,766 53	1,713 45	147,983 10
1884-85	25,645 00	17,100 00	2,328 75	199,275 32	45,875 60	1,021 82	370 00	50,068 57	2,685 00	87,474 99
1885-86	26,110 00	14,371 00	1,101 50	76,140 41	214,657 97	1,339 34	360 00	20,070 00	5,025 00	64,820 31
1886-87	19,614 00	6,887 93	1,371 55	48,175 76	337,640 19	1,171 39	240 00	44,561 00	7,778 40	65,141 74
1887-88	23,691 00	4,830 00	1,918 35	52,238 36	313,522 67	1,660 75	240 00	20,591 41	12,078 33	94,964 55
1888-89	39,460 00	10,550 00	4,128 48	57,513 16	318,238 57	1,410 16	220 00	10,389 57	20,102 50	90,290 00
1889-90	35,920 00	8,580 00	3,250 54	54,896 85	228,744 47	2,099 07	190 00	3,316 23	20,232 50	84,642 95
1890-91	29,164 10		6,302 61	91,664 98	171,425 14	1,854 78	88 00	7,951 05	14,712 50	102,902 71
1891-92	46,944 00		6,472 31	108,901 01	97,822 41	2,147 31	135 00	29,898 49	23,104 50	106,461 35
1892-93	37,689 74		7,113 50	93,671 67	77,231 18	975 20	82 00	18,509 35	22,014 00	105,805 24
1893-94	36,462 26		3,497 76	83,254 71	27,840 96	973 11	40 00	13,457 09	14,097 00	81,290 51
1894-95	29,664 88		3,567 90	37,293 71	23,269 62	695 99		6,271 77	6,366 90	74,079 20
1895-96	18,278 00		3,163 15	46,373 98	46,929 65	610 78	50 00	21,679 31	6,810 50	61,923 47
1896-97	21,179 00		3,737 01	49,335 53	16,929 38	795 05	70 00	19,421 98	8,927 50	68,892 82
1897-98	34,780 00		5,649 63	80,178 64	28,918 14	1,987 40	10 00	21,242 66	10,042 00	119,313 78
1898-99	58,295 00		4,297 62	116,598 35	21,307 58	1,262 05	20 00	75,085 95	15,349 50	155,360 63
1899-1900	72,630 00		4,835 81	103,247 58	88,756 22	1,258 85	190 00	38,072 54	14,037 00	126,345 82
1900-1901	79,910 00		5,213 22	10,360 93	326,270 03	3,874 14	165 00	70,959 54	12,722 00	200,399 32
	930,881 98	206,741 01	80,287 71	3,672,313 83	3,131,382 39	34,617 49	6,270 00	518,343 94	216,518 78	2,060,998 94

STATEMENT showing Receipts on account of Dominion Lands from July 1, 1872, to June 30, 1901—*Concluded.*

Fiscal Year.	Grazing Lands.		Hay Permits, Mining Fees, Stone Quarries, &c.		Rocky Mountains Park of Canada.	Colonization Lands.		Gross Revenue.	Refunds.	Net Revenue
	Cash.	Scrip, &c.	Cash.	Scrip.		Cash.	Scrip.			
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872-73.								26,239 45		26,239 45
1873-74.								29,980 80		29,980 80
1874-75.								27,641 15		27,641 15
1875-76.								8,865 94		8,865 94
1876-77.								140,755 02		140,755 02
1877-78.								139,584 40		139,584 40
1878-79.								234,732 93		234,732 93
1879-80.								206,801 37	4,636 08	202,165 29
1880-81.								206,990 54	5,038 22	201,952 32
1881-82.	2,245 00		40 00			354,036 17		1,805,734 87	10,687 55	1,795,047 32
1882-83.	22,844 43		913 91			248,492 01		1,051,403 60	8,746 05	1,042,657 55
1883-84.	11,370 60		640 90			253,713 40		1,001,776 67	9,220 50	992,556 17
1884-85.	17,089 75		815 63			1,214 22		451,564 65	12,070 85	439,493 80
1885-86.	29,562 51	3,131 08	1,284 83					457,973 95	63,389 12	394,584 83
1886-87.	14,242 77	39,487 67	1,570 40	80 00				588,532 80	19,543 16	568,989 64
1887-88.	5,922 47	23,023 28	2,273 73	80 00	2,951 58		10,000 00	569,986 68	6,277 66	563,709 02
1888-89.	2,207 69	16,802 63	3,946 55		2,528 73		16,000 00	594,088 04	5,226 23	588,861 81
1889-90.	1,305 57	9,021 63	9,242 08		1,094 37			462,536 26	8,209 74	454,326 52
1890-91.	3,079 55	16,193 77	8,628 44	160 00	2,397 35	5 28	4,460 50	460,990 76	7,195 27	453,795 49
1891-92.	3,726 80	17,222 60	5,616 85		3,648 45			452,151 08	15,291 39	436,859 69
1892-93.	6,380 80	11,542 39	6,266 13		4,983 23			392,324 43	18,314 97	374,009 46
1893-94.	5,740 79	7,687 86	6,243 15		2,523 92			250,069 12	4,544 01	245,525 11
1894-95.	5,353 72	8,628 00	5,229 54		2,321 87			202,983 10	4,365 99	198,617 11
1895-96.	7,071 86	6,255 90	5,813 51		2,734 82			227,694 93	8,368 79	219,326 14
1896-97.	4,715 01	2,500 00	8,518 18		2,132 11			206,853 57	15,010 54	191,843 03
1897-98.	4,728 58	510 39	699,334 76		3,045 65			1,009,741 63	4,678 55	1,005,063 08
1898-99.	5,245 88		1,130,371 60		2,994 16			1,584,328 32	32,296 39	1,552,031 93
1899-1900.	8,382 86	4,083 30	1,038,195 42	20 00	2,727 60			1,503 743 00	23,062 28	1,480,680 72
1900-1901.	4,726 28	14,671 99	1,101,808 33	20 00	4,047 31			1,874,159 09	18,368 85	1,855,790 24
	165,942 92	180,762 49	4,036,753 94	360 00	40,131 15	857,461 08	30,460 50	16,170,228 15	304,542 19	15,865,685 96

YUKON TERRITORY.

STATEMENT showing Revenue and Expenditure chargeable to income, Yukon Territory, from July 1, 1894, to June 30, 1901.

REVENUE.

Department.	Fiscal year 1894-95.	Fiscal year 1895-96.	Fiscal year 1896-97.	Fiscal year 1897-98.	Fiscal year 1898-99	Fiscal year 1899-1900.	Fiscal year 1900-1901.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Interior	255 00	272 00	8,573 00	735,485 00	1,263,415 15	1,134,518 95	1,237,648 07	4,380,167 26
Post Office				2,085 50	10,846 61	20,788 19	20,312 74	54,733 84
Customs	3,247 47	21,691 45	9,873 24	351,309 33	482,098 55	613,191 97	626,348 35	2,104,760 36
Marine and Fisheries						4,601 18	2,682 66	7,283 84
Public Works						30,423 17	108,272 13	138,695 30
Justice							14,493 29	14,493 29
	3,502 47	21,963 45	18,446 24	1,088,877 92	1,756,360 31	1,803,524 06	2,009,756 24	6,700,133 89

EXPENDITURE.

Interior				52,201 52	208,359 97	243,275 56	274,873 90	778,710 95
Post Office				21,950 39	112,368 57	116,925 33	231,234 29	
Customs	374 88	3,260 23	3,938 78	6,608 81	32,612 35	31,141 29	24,163 42	102,099 76
Public Works				14,000 00	48,619 32	118,513 98	215,575 88	116,709 18
Mounted Police		27,595 03	22,131 76	495,777 08	890,018 99	492,427 72	498,824 72	2,146,777 30
Militia and Defence				146,000 00	387,763 41	185,809 42	14,321 05	733,893 88
Receiver-General Canada				4,996 00	56,952 92	24,341 32	12,256 32	98,546 56
Indians				933 97	17,564 62	39,765 58	73,951 84	132,216 01
Marine and Fisheries						880 00	2,050 85	2,930 85
Inland Revenue						820 00		820 00
	374 88	30,855 26	26,070 54	690,517 38	1,682,842 17	1,456,296 24	1,350,182 34	4,237,136 78

Excess of revenue over consolidated fund expenditure for the fiscal year 1900-1901 — $ 773,574 05
From commencement to June 30, 1901 — 1,891,065 11

NOTE.—The above expenditure does not include sums charged to capital account in connection with the construction of public buildings, wharves, roads, trails and telegraph lines, amounting to $1,016,077 30, $158,968 43 of which was expended on the telegraph line through Northern British Columbia to the Yukon in 1900.

The surplus of revenue over consolidated fund and capital account expenditure (deducting cost of telegraph line in British Columbia) is $1,215,040 01; and if the expenditure in connection with the British Columbia tele graph line is included, the surplus is $754,977 01.

From this statement it will be observed that since the establishment of the government of the Yukon Territory in 1894, the excess of revenue over expenditure, in connection with the administration of the district, has been $773,574.63, including all sums charged to capital account, the surplus exclusive of these sums being $1,801,055.11.

It will also be noted that in so far as the Department of the Interior is concerned, the surplus revenue over expenditure since 1894 has been $3,611,456.31, which is a very satisfactory showing, considering that the bulk of the work connected with the administration of the district is under the management of this department. While the department has not lost sight of the importance, in the public interest, of making adequate provision to meet the requirements of the territory, the comparatively small expenditure that has been incurred in this relation is certainly indicative of the care which has been exercised to administer this branch of the service as economically as possible.

STATEMENT of Revenue on Account of Registration Fees for eleven years from July 1, 1890, to June 30, 1901.

Fiscal Year.	Assiniboia Registration District. (Regina.)	North Alberta Registration District. (Edmonton.)	South Alberta Registration District (Calgary.)	East Saskatchewan Registration District. (Pr. Albert.)	West Saskatchewan Registration District. (Battleford.	Yukon Territory Registration District. (Dawson.)
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1890 91..	5,332 16	585 82	5,554 35	2,021 37	89 61	....
1891 92..	4,810 89	1,160 56	4,090 52	1,409 34	156 32	....
1892-93...	6,042 15	1,982 33	4,146 02	1,157 21	110 27	....
1893-94..	6,236 41	2,722 74	2,852 44	1,049 65	86 29	....
1894 95..	5,161 74	2,653 97	3,249 50	790 22	89 23	....
1895 96..	4,489 29	2,713 66	2,097 61	728 20	73 20	....
1896 97..	5,339 55	1,900 76	1,991 90	848 75	123 78	....
1897 98..	7,411 33	2,485 45	3,526 85	737 50	102 37	....
1898 99..	9,275 55	3,553 73	3,608 90	1,151 95	31 75	1,598 85
1899 1900...	11,222 65	5,395 50	4,078 44	1,354 10	189 15	2,471 85
1900 1901..	14,317 20	6,995 50	5,207 43	1,662 70	51 13	5,745 81
	79,638 92	32,150 02	40,373 96	12,850 99	1,103 10	9,816 51

STATEMENT showing yearly the gross revenue (in cash only) received from all sources during the 14 years ending June 30, 1901.

Fiscal Year	Dominion Lands. (Cash.)	School Land.	Seed Grain.	Ordinance Lands.	Fines and Forfeitures.	Registration Fees.	Casual Revenue.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1887-88	223,360 73	12,045 11		36,230 88	1,267 07	7,212 02	374 79	310,496 58
1888-89	243,046 84	52,250 94	26,146 13	12,072 07	739 25	6,544 53	1,679 26	371,478 12
1889-90	224,770 16	45,188 57	5,017 44	29,921 64	268 70	8,866 29	761 65	314,884 45
1890-91	268,781 35	38,826 33	5,385 60	54,229 69	1,595 02	10,816 65	627 81	380,262 45
1891-92	337,106 07	136,151 89	5,797 65	42,360 80	788 92	9,302 11	362 14	532,179 49
1892-93	304,250 86	82,615 22	5,805 21	33,776 90	777 00	10,736 38	1,233 96	438,595 53
1893-94	214,340 30	47,574 11	2,320 16	22,318 20	864 15	10,388 02	1,082 04	298,887 08
1894-95	171,088 48	47,065 10	2,792 56	22,645 97	695 85	9,811 77	879 36	254,979 09
1895-96	174,569 38	56,584 32	8,748 05	17,350 28	502 00	8,737 87	1,520 04	268,012 34
	2,160,721 17	548,085 50	62,212 80	301,115 40	8,185 90	82,348 74	8,504 75	3,171,549 46
1896-97	187,424 19	74,232 43	9,887 13	9,831 27	1,316 00	8,995 24	1,988 05	293,674 31
1897-98	980,345 10	15,460 82	12,361 71	22,367 17	5,972 46	14,763 30	900 32	1,052,070 78
1898-99	1,563,020 74	41,249 77	12,488 69	12,479 65	2,801 05	19,220 71	2,640 81	1,653,901 22
1899-1900	1,410,888 48	220,874 78	10,271 84	11,043 53	1,442 94	21,754 90	2,004 40	1,681,280 87
1900-1901	1,583,197 07	18,049 83	15,711 63	14,004 47	1,977 96	35,979 77	1,887 47	1,670,808 40
	5,674,875 58	369,877 63	60,611 00	70,366 09	8,676 91	98,913 14	10,516 05	6,294,836 39
	7,835,596 75	917,963 13	122,823 80	371,481 49	16,862 81	180,661 88	19,020 80	9,466,385 85

LAND TITLES OFFICES.

There has been an increase in the amount of registration fees collected during the past year. The total revenue from this source in 1899-1900 amounted to $24,711.69, and during the past year to $33,979.77. The revenue under this head for the five years from 1890-1 to 1895-6, inclusive, was $74,553.07, and for the past five years $102,380.43, showing an increase of $27,821.36, or over 27 per cent in the amount of work performed at the registry offices. This furnishes further evidence, if any be required, of the beneficial results of the aggressive policy which has been pursued by the department within the past few years in regard to the settlement of the North-west.

STATEMENT of Land Sales by Railway Companies having Government Land Grants and by the Hudson's Bay Company.

Name.	1893.		1894.		1895.		1896.		1897.	
	Acres.	Amount	Acres.	Amount	Acres.	Amount	Acres.	Amount	Acres.	Amount
		$		$		$				$
Hudson's Bay Company	..		7,526	48,225	4,431	23,209	9,299	52,410	10,784	53,277
Canadian Pacific Railway Co.	93,184	295,288	43,155	131,628	55,453	176,950	66,624	220,360	135,681	431,095
Manitoba South-Western Colonization Railway Co	14,164	57,559	6,312	28,003	5,623	22,330	21,254	88,568	63,800	234,644
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company	1,603		640		2,391		286		2,524	
Calgary and Edmonton Railway Company	11,260		11,035		46,815		10,553		9,436	
Total	120,211	352,847	68,668	207,856	114,713	222,489	108,016	361,338	222,225	719,016

STATEMENT of Land Sales by Railway Companies, &c.—*Continued.*

Name	1898		1899 (Fiscal Year)		1900 (Fiscal Year)		1901 (Fiscal Year)	
	Acres	Amount	Acres.	Amount.	Acres.	Amount.	Acres.	Amount.
		$		$		$		$
Hudson's Bay Company. ...	62,000	310,000	56,875	274,625	70,196	352,031	82,308	390,804
Canadian Pacific Railway Company.	242,135	757,792	261,832	814,857	379,091	1,152,836	339,985	1,046,665
Manitoba South-Western Colonization Railway Company	106,473	363,982	58,019	199,458	133,507	457,449	59,749	214,956
Qu'Appelle, Long Lake and Saskatchewan Railroad and Steam boat Company.	22,534	.	61,030	178,517	18,932	53,974	22,266	74,810
Calgary and Edmonton Railway Company.....	15,481	.	24,738	53,335	46,653	128,256	116,719	352,037
Total	448,623	1,431,774	462,494	1,520,792	648,379	2,145,146	621,027	2,088,269

LAND SALES.

The total acreage disposed of by railway companies is not quite as large as for the previous year, but the combined area of lands sold by the department and companies amounted this year to 712,566 acres, as against 699,178 acres in 1890, showing an increase of 13,388 in favour of 1901.

It may be further stated in this relation that during the past year there was a total area of 231,076 acres of land granted by the department in redemption of half-breed scrip, a very large proportion of which it is reasonable to suppose has been taken up by actual settlers. By adding this area to the figures given in regard to the lands disposed of by sale, the total area is brought up to 943,642, as against 706,218 in 1900, when the acreage of land granted in redemption of half-breed scrip was about 7,040 acres, showing an increase of 237,404 acres in favour of the last fiscal year. However, the fact that during the past five years a total area of 7,255,859 acres of land has been disposed of by the department and railway companies, either by sale or homestead entry, must be accepted as very conclusive evidence that the efforts that have been made by the department, through its representatives in the United States and abroad, to have the agricultural capabilities and natural resources of western Canada properly understood and recognized have been very successful. That a great stimulus has been given to settlement in Manitoba and the Territories within the last five years, as a result of the vigorous immigration propaganda inaugurated in 1896-7, there can be no better proof than by signalling the fact that during the four years preceding 1896, the total area of land disposed of by the department and companies amounted to only 2,336,789 acres, or 3,651 farms of 160 acres each, whereas during the last five years an average of 9,069 quarter-sections has been disposed of yearly.

The following is a comparative statement of the homestead entries and sales which have been made at the several agencies of the department during the fiscal years ending June 30, 1900, and June 30, 1901, respectively:—

	Fiscal year June 30, 1900.		Fiscal year June 30, 1901.	
	No. of entries.	Acres.	No. of entries.	Acres.
Homesteads	7,426	1,188,160	8,162	1,305,920
Sales		50,799		91,539

The following statement shows the number of homestead entries reported in each year since 1874, and the number and proportion of those entries which have been cancelled for non-fulfilment of the conditions of entry.

Departmental Year ended	Homesteads.			Pre-emptions.		
	Number of Entries.	Number cancelled.	Percentage.	Number of Entries.	Number cancelled.	Percentage.
October 31, 1874	1,376	890	64	643	613	95
" 31, 1875	499	306	61	391	230	58
" 31, 1876	247	153	44	263	136	51
" 31, 1877	845	463	54	594	352	59
" 31, 1878	1,788	1,385	77	1,580	937	59
" 31, 1879	4,068	2,062	50	1,729	1,470	84
" 31, 1880	2,074	681	32	1,004	501	49
" 31, 1881	2,753	643	34	1,649	802	48
" 31, 1882	7,483	3,535	47	5,654	3,304	58
" 31, 1883	6,063	1,909	31	4,120	1,883	45
" 31, 1884	3,753	1,195	31	2,762	1,221	44
" 31, 1885	1,858	631	33	653	501	76
" 31, 1886	2,657	872	32	1,046	507	48
" 31, 1887	2,036	499	24	585	319	54
" 31, 1888	2,655	765	28	454	310	68
" 31, 1889	4,416	1,972	44	1,355	1,060	78
" 31, 1890	2,955	999	33	371	1	
" 31, 1891	3,523	1,343	38			
" 31, 1892	4,840	2,070	42			
" 31, 1893	4,067	1,570	38			
" 31, 1894	3,209	1,283	39			
Decem'r 31, 1895	2,394	975	40			
" 31, 1896	1,857	473	25			
" 31, 1897	2,384	541	22			
" 31, 1898	4,848	972	20			
" 31, 1899	6,689	1,125	16			
June 30, 1900	7,426	414	5			
" 30, 1901	8,167	31				

STATEMENT showing the number of Homestead Entries made during the fiscal years ended June 30, 1900 and 1901 respectively, by persons coming from the various States and Territories of the American Union.

States.	No. of Entries.	
	1900.	1901
Alabama	..	1
Arizona	1	
California	14	9
North Carolina	..	1
Colorado	3	9
Connecticut	2	2
Dakota	414	640
Delaware	1	
Florida	..	3
Georgia	..	1
Idaho	14	25
Illinois	31	45
Indiana	7	7
Indian Territory	1	10
Iowa	126	191
Kansas	58	80
Kentucky	..	5
Louisiana	..	2
Maine	5	1
Massachusetts	5	6
Michigan	131	111
Minnesota	267	429
Missouri	15	33
Montana	27	66
Nebraska	152	231
New Hampshire	1	3
New Jersey		4
New York	15	16
Ohio	20	17
Oklahoma	4	8
Oregon	14	31
Pennsylvania	12	8
Rhode Island	3	
Texas	3	8
Utah	50	74
Vermont	1	
Virginia		5
Washington	13	43
Wisconsin	51	53
Wyoming	1	10
Total	1,462	2,191

STATEMENT showing the number of Homestead Entries made during the first six months of the year 1901, by persons coming from the various States and Territories of the American Union.

States.	Number of Entries.
Alabama	1
California	5
Colorado	4
Connecticut	1
Dakota	413
Florida	2
Georgia	1
Idaho	16
Illinois	27
Indiana	2
Indian Territory	3
Iowa	102
Kansas	41
Kentucky	2
Louisiana	2
Maine	1
Massachusetts	2
Michigan	65
Minnesota	252
Missouri	11
Montana	32
Nebraska	135
New Hampshire	2
New Jersey	3
New York	9
Ohio	5
Oklahoma	4
Oregon	7
Texas	7
Utah	50
Virginia	2
Washington	26
Wisconsin	34
Wyoming	5
Total	1,281

STATISTICAL STATEMENT *re* Homesteaders, comparing the reports of the Dominion Lands Agents for the fiscal year ended June 30, 1901, with those of the fiscal year ended June 30, 1900.

Nationalities.	No. of Entries.	
	1900.	1901.
Canadians from Ontario	1,887	1,606
" Quebec	201	176
" Nova Scotia	49	74
" New Brunswick	39	37
Prince Edward Island	18	22
British Columbia	16	16
Manitoba	337	292
North-west Territories	100	128
	2,647	2,351
Persons who had previous entry	746	816
Canadians returned from the United States	155	165
United States	1,307	2,026
Newfoundland	....	3
English	639	659
Irish	102	99
Scotch	187	182
French	58	38
Belgians	21	22
Swiss	1	2
Italians	1	4
Roumanians	3	46
Syrians	....	2
Germans	217	255
Austro-Hungarians	1,033	1,056
Hollanders	3	2
Danes (other than Icelanders)	12	10
Icelanders	48	140
Swedes-Norwegians	87	93
Russians (other than Mennonites and Poles)	83	105
Mennonites	74	83
Poles	2	8
	7,426	8,167

SESSIONAL PAPER No. 25

STATEMENT showing the number of Homestead Entries made during the first six months of the Year 1901, and the Nationality of the Home-steaders, as reported by the several Agencies of the Department.

Nationalities.	Number of Entries.	Nationalities.	Number of Entries.
Canadians from Ontario	805	French	18
Quebec	106	Belgians	8
Nova Scotia	49	Swiss	1
New Brunswick	20	Italians	2
Prince Edward Island	11	Roumanians	11
British Columbia	6	Syrians	1
Manitoba	171	Germans	130
North-west Territories	62	Austro-Hungarians	494
	1,230	Swede-Norwegians	53
Persons who had made previous entry	464	Danes other than Icelanders	6
Canadians returned from the United States	103	Icelanders	166
United States	1,178	Russians other than Mennonites and Poles	70
Newfoundland	1	Mennonites	59
English	340	Poles	7
Irish	45		1,444
Scotch	93		

FREE HOMESTEAD ENTRIES.

An examination of the above statements will show that the number of entries granted during the past year, namely, 8,167, was 741 in excess of the previous year, and was the largest ever granted in the history of the department since its establishment, 1873. During the last five years there were 29,514 entries made, as compared with 16,367 for the preceding five years, or an increase of 13,147.

During the four years preceding 1896, the average falling off in the number of entries from year to year was at the rate of 20 per cent, and during the five years following 1896, the increase in the number of entries granted for each year over the preceding one has been at the rate of 29 per cent, so that there is a difference of 49 per cent in favour of the latter period as compared with the preceding four years.

It will also be seen that there has been a substantial increase in the number of entries made by settlers coming from the United States, especially from Dakota, Illinois, Iowa, Kansas, Michigan, Montana, Nebraska, Utah, Washington Territory and Wisconsin. This increase has been gradual since 1898, when the number was but 698; in 1899, 1,169; in 1900, 1,462, and in this year 2,191, or over 25 per cent of the entire number of entries made.

It is well known that of the large areas of land sold by the Canadian Pacific Railway and other companies, American settlers have been the chief purchasers, and it is quite reasonable to assume that a considerable proportion of these settlers have located on purchased lands, without taking up lands on homestead conditions.

STATEMENT showing the number of Letters Patent issued by the Department in each year since 1874, and the number of those issued which have since been cancelled in each year.

Period.	Number Issued.	Number Cancelled.
Year ended October 31, 1874	536	6
" 31, 1875	492	4
" 31, 1876	375	4
" 31, 1877	2,156	13
" 31, 1878	2,597	32
" 31, 1879	2,194	57
" 31, 1880	1,704	41
" 31, 1881	1,768	11
" 31, 1882	2,766	11
" 31, 1883	3,591	16
" 31, 1884	3,837	24
" 31, 1885	3,257	18
" 31, 1886	4,570	17
" 31, 1887	4,599	26
" 31, 1888	3,275	34
" 31, 1889	3,282	30
" 31, 1890	3,273	20
" 31, 1891	2,449	35
" 31, 1892	2,955	27
" 31, 1893	2,936	16
" 31, 1894	2,553	15
Year ended December 31, 1894	2,682	16
" 31, 1895	2,118	12
" 31, 1896	2,665	20
" 31, 1897	2,972	17
" 31, 1898	3,037	19
" 31, 1899	3,904	11
6 months ended June 30, 1900	1,970	14
Year ended June 30, 1901	6,461	17

PATENTS.

The above statement shows a large increase in the number of letters patent that have been issued. This is of course due to the increased number of settlers who obtained entries within the past few years, and who have since earned title to their homesteads ; but the increase is largely made up by the issue of patents to different railway companies, that had long since become entitled to their land grants through the completion of their lines. It was felt that it would be far more satisfactory to close out these land grants by the issue of patents, and it is the intention of the department to continue to pass title as quickly as possible to the companies for such lands as they may have earned under their respective charters.

CORRESPONDENCE.

The following statement shows the number of letters received and sent by the department in each year since its establishment :—

Departmental Year ended October 31.	Letters Received.	Letters Sent	Total
1874	3,482	4,150	7,632
1875	1,974	2,189	4,163
1876	2,256	3,097	5,353
1877	3,137	3,677	6,814
1878	4,642	6,009	10,651
1879	5,586	6,179	11,765
1880	8,222	9,940	18,162
1881	13,605	15,829	29,434
1882	25,500	30,300	55,800
1883	27,180	33,500	60,680
1884	27,525	33,386	60,911
1885	33,970	43,997	77,967
1886	60,964	67,973	128,937
1887	47,845	60,890	108,735
1888	43,407	52,298	95,705
1889	48,316	50,500	98,816
1890	36,200	36,008	72,208
1891	38,000	36,267	74,267
1892	41,990	42,203	84,193
1893	50,794	48,145	98,939
1894	48,619	50,840	99,459
1895	19,991	45,898	95,889
1896	47,501	44,238	91,739
1897	65,714	64,147	129,861
1898	88,913	87,845	176,758
1899	95,023	91,876	186,899
1900	121,219	133,177	254,396
1901	144,978	136,348	281,326

The number of registered letters during the departmental year 1901 was :—

Received, 5,007 ; sent, 12,563.

Consequent upon the extension of the work of the department, there has been a large increase again this year, as shown by the above statement, in the general correspondence. It is fortunate that ample accommodation has been provided for the records, as this has contributed largely to the expeditious transaction of the business, and at the same time insured the safekeeping of the records.

IMMIGRATION.

The reports and returns in connection with the immigration service will be found under Part II.

The general result of the work for the year has been very satisfactory. There has been a substantial increase in the number of arrivals, and according to the reports of the agents of the department at the ports of landing and in the west, the class of settlers who have come to Canada with a view to settling on the vacant lands is a very desirable one. Although only a comparatively small proportion of the large influx of European emigration to America is directed toward Canada each year, there is no doubt that a

a result of the careful selection exercised by the officers of the department, Canada receives more than a fair proportion of the European agriculturists who arrive in America with sufficient means and experience at their disposal to locate on vacant Dominion or Crown lands and become self-sustaining.

Considering the immense areas of arable lands still remaining vacant throughout the Dominion, there is no doubt that it would be in the interest of the Dominion that its population should be increased so as to permit of the development of the immense agricultural resources now lying dormant. There is one important fact, however, which should not be lost sight of, and that is that the western provinces of Canada cannot count upon the same numerous accessions to their population of experienced agriculturists from the British Isles as did the more fortunate eastern provinces, and in view of this the department is taking the greatest care in encouraging only settlers who have followed agriculture in continental countries to emigrate to Canada, in order that only such desirable classes may be secured as may assimilate themselves with Canadians and adopt the conditions of the country. While it is proposed to prosecute the same vigorous immigration policy during the coming season as brought about the satisfactory results recorded during the past few years, special attention and care, as in the past, will continue to be given to the proper selection of settlers who may be induced to locate in Manitoba and the North-west Territories.

As to the settlement of Manitoba and the North-west Territories only by the sons of Canadian farmers, or by British settlers, I need scarcely point out the utter impracticability of such a scheme. It should be considered that the total area of Manitoba and the North-west Territories, including Athabasca, is about 384,000,000 acres, of which about 74,000,000 acres have been disposed of as homesteads and by transfer to colonization societies and the railway companies, leaving a balance of about 311,000,000 acres. After deducting 50,000,000 acres of land which may be covered with water or otherwise unsuited for agriculture, there would still remain two hundred and sixty million acres. Last year was possibly the largest, with regard to sales of land and in homestead entries, and less than two million of acres were disposed of. If the settlement continues at this rate, it will be seen that one hundred years from now will not see the North-west country settled and the lands being developed to their fullest capacity, and even at the same rate of increase the population would not exceed 5,000,000 of people at that time. It will, therefore, be seen that when the extent of territory is taken into account, and also the proportion of the country that is being settled year by year, there need be little fear but that there will be plenty of land left for a number of generations of Canadians and British immigrants. The fact is that in a very few years to come the various nationalities, Mennonites, Icelanders, Galicians, Doukhobors, Scandinavians and Germans, will undoubtedly be lost in the great Canadian nationality, and, under the circumstances, every possible encouragement should be given to the agriculturists of any country of Europe who have proved themselves to be industrious, and who are willing to move to Canada for the purpose of assisting in its general development.

The following table shows the total annual immigration from 1897 to 1901, inclusive, classified according to the various countries from which the same was derived :

	1897	1898	1899	1900.	Total to Calendar Years 1897 to 1900, inclusive	1901 (Fiscal
English and Welsh	9,393	9,475	8,587	8,184	35,639	9,401
Scotch	1,239	1,400	1,337	1,411	5,387	1,476
Irish	751	755	699	703	2,908	953
Galicians	3,917	1,010	6,806	6,566	21,299	1,702
Germans	636	563	787	705	2,691	984
Hungarians	540	479	276	530	806	446
Austrians			131	248	1,389	228
Scandinavians	718	724	816	2,380	5,638	1,750
Doukhobors			7,350		7,350	
French and Belgians	749	545	113	483	2,181	197
Russians and Finlanders			1,836	2,067	3,903	1,726
United States	712	2,119	11,945	15,500	57,276	17,987
Miscellaneous	1,370	3,703	1,123	5,831	13,027	8,924
Total	20,016	30,742	44,506	44,697	141,264	49,149

From this it will be seen that 41 per cent of the entire immigration for the last five years came from the continent of Europe, and 29 per cent from the British Isles and the United States of America. The table further shows that while there has been a substantial increase in the immigration from the continent of Europe, that from England, Wales, Scotland and Ireland has remained about the same, whereas the current of immigration from the United States has assumed such proportions as to show an increase over that from the British Isles during the period under consideration.

The approximate expenditure during the past fiscal year chargeable against immigration from the countries above mentioned, not including the expenses connected with the reception and location of immigrants, was as follows :—

Continent of Europe	$ 43,647 12
Great Britain and Ireland	113,198 65

It may be interesting to note, also, in this relation that the per capita cost of immigrants during the last fiscal year has been as follows :—

Continental	$2 65
British	9 58
United States	7 96
Average per capita	6 11

The total average per capita cost, including expenditure in caring for and looking after settlers in Canada, was $8.34.

BRITISH AND CONTINENTAL IMMIGRATION.

The reports of the High Commissioner for Canada in London, and of Mr. W. T. R. Preston, Inspector of Agencies in Europe, will, I am sure, be read with interest, as they contain much valuable information upon the work which is being carried on under them.

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The figures with regard to British immigration show a very satisfactory advance over the previous years.

It is satisfactory to note that there is not much probability, as pointed out by the High Commissioner, of any active measures being taken by the home government with a view to assisting persons to settle in South Africa. The following statement appears in the report of the commissioner who was appointed by the Imperial government some time ago to make a study of the scheme:—'We have already stated that, in our opinion, it is desirable that such a settlement should be encouraged, and after having given very careful consideration to the matter, we are also of the opinion that, under proper conditions, it is also possible. At the same time we cannot close our eyes to the fact that soldiers, under any scheme of settlement, would have great difficulties to contend with, and that the conditions under which agriculture and stock-raising are conducted in South Africa are very peculiar. The seasons are uncertain, the recurrence of drought often causes serious disasters, and the injury inflicted by locusts and by the various pests and diseases which, in South Africa, afflict almost every living thing in the animal and vegetable world, make the occupation of farming an exceedingly precarious one. Even those who have been longest in the country often find themselves unable to escape ruin, owing to one or other of the above causes.'

Under the circumstances, no matter what encouragement may be given by the Imperial government to ensure the settlement of these lands, Canada need not fear the competition which may thus be started in favour of South Africa, as the great natural advantages attached to our Dominion lands would more than compensate for any monetary assistance which might be granted to settlers to locate on less desirable ones.

The subject of school books, referred to by Mr. Preston, is certainly one of great importance, and advantage will be taken of the readiness of publishers to make such change or additions in the same as will impart a correct knowledge of the resources and climatic conditions of the Dominion.

Mr. Preston's remarks respecting continental emigration would indicate on the whole that owing, on the one hand, to the unfavourable attitude of some of the continental governments towards Canada, and on the other to difficulties in respect to ocean transportation and heavy rates charged from European ports to Canada, it follows that: 'None but a desirable class, those who by thrift and industry have accumulated ample and sufficient means to settle in a new country, can possibly take advantage of the opportunities offered by Canada to become settlers in the Dominion.'

This state of things is not unsatisfactory, as the proportion of our total immigration coming from Europe is continuing to grow.

The reports which have been received from time to time from the officials of the department having charge of the location of settlers, and also from the General Colonization Agent, Mr. C. W. Speers, who visits all the colonies in the west two or three times in the year, show conclusively that the Galician and other European immigrants are making very satisfactory progress, and that in the majority of cases they have been

able to make a satisfactory commencement on their lands. It is pleasing to record that they are nearly all good farmers and have adapted themselves readily to the necessities of successful agricultural pursuits in their adopted country. Most of them appear to be only too anxious to acquire a thorough knowledge of the English language, and favour the establishment of schools for that purpose. Contrary to the general opinion here, most of the European settlers have come from countries where the most thorough systems of education are enforced, and consequently their early training makes them only too willing to acquire an education which will place them on an equal footing with their neighbours.

Regarding the Doukhobors, it is almost unnecessary to say that they are now very well able to take care of themselves, and from my personal observation of these people, when I visited a number of their settlements during the year, there would appear to be no doubt as to their being likely to achieve as great success as did the Mennonite colonists who settled in Manitoba in 1875.

IMMIGRATION FROM THE UNITED STATES.

The results obtained in the United States, as shown by the statements submitted above, are highly satisfactory, and great credit is certainly due for this to the able staff of resident and travelling agents operating in that country.

The class of settlers who are crossing the boundary to locate in Canada are of the best type of practical agriculturists that could be secured in any country, and as this movement, which has since a few years taken such large proportions is likely to still further increase during the coming years, it is a source of great satisfaction that the methods employed by the department to have these results brought about have proved so successful.

Over 55,000 United States settlers with their families settled in the North-west during the past five years, and the accuracy of these figures is fully borne out by the large percentage, as shown by the returns, of the persons from that country who have entered for free homesteads during that period.

It is also highly satisfactory to know that the United States settler, who crosses the boundary to permanently settle on Canadian soil, soon becomes a fervent admirer of Canadian institutions and fully appreciates the advantages that the same offer.

THE BUFFALO PAN-AMERICAN EXHIBITION.

It being felt that a North-west Territories exhibit at the Pan-American exhibition would be the means of advertising the territories as a desirable field for settlement and of opening new and better markets for the surplus product, a grant of $5,000 was made by the Dominion government to the Territorial government to assist the latter in having a suitable exhibit prepared.

Mr. Molyneux St. John, of Ottawa, was appointed as the representative of the department at the exhibition, and with the co-operation of our United States agents, did

excellent work in the way of distributing attractive immigration literature, and otherwise interesting visitors as to the excellence of Canadian products.

The North-west exhibit attracted considerable attention, and the display of the collection of grains and of economic minerals elicited the most favourable comments.

Nothing better could have been devised to advertise the vast resources of the territories, and much good is expected therefrom in view of the movement of immigration which is now being directed towards Canada from the United States.

TIMBER, MINERAL AND GRAZING LANDS.

The report of the chief clerk of this branch of the department will be found under No. 19 of the Dominion lands division of the report.

In view of the extensive developments which have taken place within the last few years in the mining fields of the Yukon Territory, and the increased local demand for building material consequent upon the opening up of new settlements throughout Manitoba and the North-west Territories, the work of this branch of the department has grown largely in importance, and the results obtained during the year, as contained in the various statements submitted, will no doubt prove interesting.

The total revenue on account of timber, mineral and grazing lands during the past fiscal year, exclusive of the sales of mineral lands, amounted to $1,341,293.08, the largest receipts ever recorded from these sources, being an increase of $43,156.95 over the unprecedented revenue of the year 1898-9, and of $512,862.07 over the year 1897-8.

TIMBER.

The total revenue on account of timber dues amounted to $209,399.32, or an increase of $83,053.50 over the previous year. Three hundred and seventy-one licenses to cut timber over a total area of 4,479·20 square miles were issued, as compared with 306 licenses, and an area of 3,610·37 square miles during the year 1899-1900.

The total revenue received from timber in Manitoba, the North-west Territories, British Columbia and the Yukon Territory, up to July 1, 1901, was $2,060,998.94. The total revenue from timber within the railway belt in British Columbia up to the same date was $418,521.36, and in Manitoba and the North-west Territories, $1,434,105.97.

The output of manufactured timber in Manitoba during the past season was 23,532,300 feet B.M., as compared with 23,692,680 during the previous year, or a decrease of 160,380 feet B.M. It is estimated, however, that the total quantities of lumber disposed of in Manitoba during the year amounted to 150,532,300 feet B.M.

Although about one-sixth of the above quantity was imported, in the log, from the United States, it may be observed, as noted by the Crown Timber agent at Winnipeg when dealing with this subject, that as regards manufactured lumber our importation from the States is decreasing year by year, it having fallen off to 11,000,000 feet this year from 24,000,000 during the year ending June 30, 1900. The same remark applies

to shingles, there having been but 2,340,000 imported during the year 1900-1 as compared with 10,235,000 during the previous year.

The output of manufactured lumber in the North-west Territories was 16,129,189 feet B.M., showing an increase of 2,618,302 over the preceding year, in the railway belt in British Columbia the output was 32,877,216, or an increase of over 3,000,000 as compared with the year 1899-1900, and for the Yukon Territory it was 6,233,917 feet B.M. The total output of manufactured lumber by mills operating under licenses of the department was 78,772,622 feet B.M., as compared with 66,886,970 for the preceding year.

The number of timber berths licensed, or authorized to be licensed, in Manitoba and the Territories is 209, and on Dominion lands in the province of British Columbia, 177. Ninety-seven berths have been granted in the Yukon Territory, covering a total area of 225·11 square miles.

A list of the timber berths, giving names of licensees, appears in the report of the chief clerk of the Timber and Mines branch.

The following are the principal changes that have been made in the regulations since my last report:—

I already referred in my report of last year to the Order in Council, dated 3rd September, 1900, amending the timber regulations for Manitoba, the North-west Territories and the railway belt in British Columbia, which provides for the reduction of dues on square timber and saw-logs cut under permit, with the exception of oak, to $1.50 per thousand feet B.M., the dues on oak remaining unchanged.

It was also provided by the same Order in Council that returns must now be made by the quantity of lumber manufactured from timber cut under permit in Manitoba, or the North-west Territories, instead of computing the quantity in the log by 'Scribner's log rule.'

By Order in Council of January 3, 1901, provision was made by which dues on shingles manufactured from timber cut in the railway belt in British Columbia shall in future be paid at the rate of 50 cents per cord on the bolts instead of 20 cents per thousand. This was considered advisable, as although 20 cents per thousand might be deemed a fair price in Manitoba and the North-west Territories, it was felt that it was too high for shingles manufactured in British Columbia, where the marketable price for such article is much less than in Manitoba and the Territories.

By Order in Council of April 9, 1901, the regulations were also amended by providing that all licenses and permits issued on and after May 1, 1901, shall contain a clause to the effect that one-half the cost of fire guarding the timber on Dominion lands shall be defrayed by the holders of the berths, the Crown defraying the other half. This provision was deemed advisable in view of the expenditure which is now being incurred by the government to protect timber lands from destruction by fire, and as persons or companies engaged in lumber industries are personally interested in the preservation of the timber areas under license to them, it was felt that they should fairly be called upon to contribute their share in the cost of fire guarding timber limits under the control of the Dominion government.

By an Order in Council, dated July 30, 1901, provision was made that all timber cut under license in the railway belt in the province of British Columbia should be manufactured within the limits of the Dominion. This provision was made in order to prevent the exportation of saw-logs.

The regulations provided for a rebate of forty cents per thousand feet B.M. to be allowed on lumber exported from British Columbia to places outside the Dominion of Canada, but by an Order in Council, dated September 24 last, this rebate was cancelled. This action was taken owing to representations made to the department that the lumber interests of British Columbia were established on a firm basis, and that the conditions under which licensees conducted their business are more favourable than those across the international boundary line.

TIMBER IN THE YUKON TERRITORY.

The regulations covering the issue of licenses to cut timber on Dominion lands in the Yukon Territory, provided that a licensee should erect a saw-mill within a certain period to be fixed by the Minister of the Interior, but by Order in Council, dated March 16, 1901, provision was made that a licensee should have in operation within one year from the date that he is notified by the proper officer of the Department of the Interior that the Minister of the Interior regards such a step necessary or expedient in the public interest, and to have in operation for at least six months of each year of his holding, a saw-mill in connection with the berth described in his license.

With a view to prevent a large area of timbered lands in the Yukon Territory from being acquired for speculative purposes, provision was made in the regulations that not more than five berths of five square miles each should be granted to any one person or company. By an Order in Council, dated May 31 last, provision was made that when an applicant who had already acquired five berths could show to the satisfaction of the Commissioner of the Yukon Territory that he actually required additional timber for manufacturing purposes at the mill or mills which he had erected, the provision restricting the granting of more than five berths to one applicant might be waived.

GRAZING AND STOCK-RAISING.

During the past year the department issued 241 leases for grazing lands. The total number of ranches comprising Dominion lands at present cover an area of 605,794·75 acres.

The total number of leases of school lands in the province of Manitoba for grazing purposes in force on August 22, 1901, was 45, containing an area of 11,263·88 acres, and in the North-west Territories on August 26, 1901, 227 leases, containing an area of 77,127·98 acres.

HAY.

There were 5,171 permits to cut hay issued during the past year, and the sum of $17,500.75 was collected for dues, as compared with 4,411 permits and $17,838.88 for the previous year.

By an Order in Council, dated January 3, 1901, provision was made that in case payment of the rental of a grazing lease is not made within ninety days from the date upon which it becomes due, the Minister of the Interior may require the lessee to pay an additional sum equal to fifteen per cent of the amount of the rental due.

By an Order in Council, dated 5th of the same month, regulations for the administration of grazing and hay lands in the Yukon Territory were established. These regulations provided for the issue of grazing leases for a term not exceeding ten years at a rental of $100 per square mile; for the issue of hay leases for a like period at an annual rental of fifty cents an acre, and for the issue of permits to cut hay at the rate of $3 per ton, and an office fee of $2.50.

MINERALS OTHER THAN COAL.

There were but 46 entries granted for quartz locations by the agents of Dominion lands in Manitoba and the North-west Territories, as compared with 138 entries during the previous year; and 1,156 entries for similar locations were granted in the Yukon Territory, as compared with 918 for 1899-1900. This would seem to indicate that quartz prospecting was again last year actively prosecuted in the Yukon Territory, and it is to be hoped that the same may lead at an early date to some practical result.

It is gratifying to note that there has been a substantial increase in the number of placer claim entries granted. The returns for the past fiscal year show that 4,424 of this class of claims were granted, as compared with 1,340 during the previous year; 6,291 renewals and relocations as compared with 4,880 in 1899-1900, and 5,569 assignments as compared with 6,215 for the previous year.

From these figures it will be seen that there has been an increase in new discoveries, in so far as the staking of new claims would indicate, and a corresponding increase in the amount of work performed. The revenue collected from placer and quartz entries, renewals and relocations, and for registration of assignments and other documents in connection with mining operations, amounted to $348,658.30, or an increase of $194,271.60 over the previous year, which is a most satisfactory showing.

In the Yukon Territory 24,524 placer claims, 2,793 quartz claims, 16,573 renewals and relocations, and 25,020 assignments of claims were recorded up to July 1, 1901. Up to July 1, 1901, 59,449 free miners' certificates were issued, producing a revenue of $596,168.82. During the present fiscal year 12,511 miners' certificates were issued, and the revenue derived therefrom was $125,861.

The total sum collected up to July 1, 1901, for royalty on the gross output of placer claims in the Yukon Territory, after deducting the exemption allowed by the regulations, was $2,192,645.41; of this amount the sum of $596,368.03 was collected during the past fiscal year. A statement showing the royalty received, the places where the royalty was collected, and the names of the creeks, gulches and hills on which the claims from which the gold was taken are located, appears in the report of the chief clerk of the Timber and Mines branch.

Leases now in force to dredge for minerals in the submerged beds of rivers in the Yukon Territory cover 270 miles, and for the same purpose in the North-west Territories 911·75 miles.

The total revenue received for rent of the leaseholds in the Yukon Territory up to July 1, 1901, was $139,655.50, and for the last fiscal year, $2,650.

The total revenue for rent of the leaseholds in the North-west Territories to July 1, 1901, was $20,262.71, and for the past fiscal year, $3,000.

By an Order in Council, dated the 18th of the same month, the regulations for the mining in the Yukon Territory were rescinded and new regulations substituted therefor. The new regulations provided for the payment of royalty on the gold mined from a claim in excess of $5,000 per annum at the rate of five per cent instead of ten per cent as heretofore, and provision was also made that it would be necessary for any one exporting gold out of the territory to produce to the officers of the government at the boundary a certificate from the Gold Commissioner that the royalty thereon had been paid, otherwise the gold would be confiscated for the use of the Crown.

By an Order in Council, dated the 18th of the same month, the regulations for the hearing and decision of disputes in relation to mining property in the territory were cancelled, and new regulations covering the establishment of an appeal court at Dawson were substituted therefor.

QUARTZ MINING.

Section 84 of the regulations for the disposal of quartz mining claims on Dominion lands in Manitoba, the North-west Territories, and the Yukon Territory provides that nothing contained therein shall be construed to limit the right of the Lieutenant Governor of the North-west Territories in Council, or of the proper authorities in any province containing Dominion lands, to lay out public roads through any mining property without compensation. By an Order in Council, dated January 3 last, provision was made that the above right should also apply to the proper authorities of any territory containing Dominion lands.

By an Order in Council dated the 21st of the same month provision was made that when the survey of a mining claim has been made within one year from the date upon which it was recorded, and such survey has been duly approved by the proper officer of the Crown, the cost of the survey—not exceeding $100—may be allowed to be counted as work done on the claim for that year.

By Order in Council dated February 6 last, the price of quartz mining locations was reduced to $1 an acre, and provision was made that all Crown patents issued for quartz mining claims situated in the Yukon Territory shall be made subject to the town site provisions of the regulations governing the administration of Dominion lands in that territory other than coal lands.

By Order in Council dated the 20th of the same month, provision was made that the royalty to be reserved in a patent issued for a quartz mining location shall not exceed 5 per cent on the sales; and that the legal action to be instituted by any person claiming an adverse right to a mineral claim must be in accordance with the regulations governing the hearing and decision of disputes.

By an Order in Council dated January 3 last, exception was made of *house servants* in connection with those persons in the employment of a person or company holding mining property who are required to take out free miner's certificates.

DREDGING IN THE YUKON TERRITORY.

The regulations governing the issue of leases to dredge for minerals in the beds of rivers in the Yukon Territory provided that the lessee should have at least one dredge in operation upon each five miles of river leased to him within two seasons from the date of his lease, but, by an Order in Council dated August 9, 1900, provision was made that the lessee should have, within two years from the date of his lease, at least one dredge in operation upon the portion of the river leased to him, not exceeding thirty miles, and should, within six years from the date of such lease, have one dredge in operation upon each five miles of river under lease to him; and by an Order in Council dated January 5 last, provision was made that the lessee shall pay for the first year a rental of $100 for each mile of river leased to him, but for each subsequent year rental at the rate of $10 a mile shall be charged.

DREDGING IN MANITOBA AND THE NORTH-WEST TERRITORIES.

The regulations governing the issue of leases to dredge for minerals in the submerged beds of rivers in Manitoba and the North-west Territories, except the Yukon Territory, provided that the lessees' right to mining and dredging should be confined to the submerged bed or bars of a river below low water mark. By an Order in Council dated September 4, 1900, provision was made that the holder of more than one dredging lease on the Saskatchewan river should also have a right to dredge, during the period of his leases, between high and low water mark on both sides of the river within each alternate five miles of his leaseholds, such privilege to be subject to the rights of persons who acquired mining privileges prior to that date.

PETROLEUM.

The petroleum regulations provided for the reservation for an applicant for a period of six months of an area not exceeding 640 acres of land for prospecting purposes, and, if oil were found in paying quantity, for the sale of the land to an applicant at the rate of $1 per acre, subject to a royalty of two and one-half per cent upon the sales.

By an Order in Council dated May 31 last, however, provision was made that on and after the first day of July last, all unappropriated Dominion lands in Manitoba, the North-west Territories, and within the Yukon Territory, should be open to prospecting for petroleum by any individual or company desiring to do so, and that should oil in paying quantities be discovered, an area not exceeding 640 acres of land, including and surrounding the discovery, would be sold to the discoverer, at the above rate of $1 an acre, provided the lands were available, subject to royalty at such rate as might from time to time be specified by Order in Council.

HYDRAULIC MINING.

By an Order in Council dated January 5 last, provision was made that a lease which may be issued for an hydraulic mining location in the Yukon Territory shall be subject to the right of the Crown to withdraw from the operation of the lease at any time during its currency portions of the location for agricultural or building purposes, which at the time of such withdrawal are not being operated by the lessee.

COAL MINING LAND.

The revenue for the year derived from the sale of coal lands was $101,772, as compared with $5,650.33 for the previous year, and the number of applications received was 860, as compared with 48, which shows that there has been considerable interest taken lately in this industry. The total area of coal lands sold up to July, 1901, was 40,402 acres, and the total amount received therefor was $266,843.

By an Order in Council, dated February 6, 1901, provision was made that payment for coal lands in Manitoba, the North-west Territories and in British Columbia, might be made in cash or scrip when an application is granted, or payment might be made of one-quarter of the purchase price only and the balance in three equal annual instalments with interest at the rate of five per cent per annum upon the unpaid balances, but that scrip could not be accepted unless payment was made in full at the time of the sale. Provision was also made for the payment of royalty at such rate as might from time to time be specified by Order in Council; and by an Order in Council, dated May 31 last, provision was made that the above royalty should be at the rate of ten cents per ton of 2,000 pounds.

By an Order in Council, dated January 21 last, the regulations governing the administration of Dominion lands in the Yukon Territory containing coal were rescinded, and new regulations substituted therefor. The amended regulations provided that the Commissioner of the Yukon Territory might sell not more than 320 acres of land to one individual or company at the rate of $20 an acre if the coal were anthracite, and $10 for any other class of coal; that payment should be made in cash or scrip at the time of the sale, or in four equal annual instalments, and that a royalty at such a rate per ton as might from time to time be specified by the Governor in Council would be levied and collected on the gross output of the mine. The person purchasing such lands is required to develop the same within two years from the date of the application and to have a survey thereof made at his own cost. The lands are to be sold subject to the reservation of all minerals other than coal, and also subject to town site conditions.

The Crown timber agent at Winnipeg has furnished the following statement of the consumption of coal and wood at points in Manitoba and as far west as Regina, which can be taken as approximately correct:—

	Tons.
American anthracite	37,500
American bituminous	4,200
Canadian anthracite	6,500
Canadian bituminous (Galt)	10,000
Canadian lignite (Souris)	43,000
	101,200

Canadian cord-wood (Winnipeg only).....125,000 cords.

Prices of Coal f.o.b. at Winnipeg.

	Per ton.
American anthracite	$9 50
American bituminous	7 00
Canadian anthracite	9 00
Canadian bituminous	7 50
Canadian lignite (at Winnipeg)	3 75
Canadian lignite (at Melita)	2 60
Canadian lignite (at Brandon)	3 20
Canadian lignite (at Regina)	3 30

	Per cord f.o.b. at Winnipeg.
Canadian poplar	$2 40 to $2 60
Canadian tamarack	3 25 to 4 00
Canadian spruce	2 60 to 3 00
Canadian jack pine	3 00 to 3 50
American oak	3 75 to 4 25
American maple	5 00 to 5 50

The quantity of American fire-wood imported is very small and almost inappreciable.

IRRIGATION AND IRRIGATION SURVEYS.

Owing to the unusually heavy rainfall which southern Alberta and western Alberta, in common with the other portions of the Territories, experienced during the early part of the past season, irrigation was not resorted to in many districts where crops during dry years cannot be successfully raised without the artificial application of water.

The faith of the residents of the semi-arid portion of the Territories in the principle of irrigation, and the knowledge that the cycle of dry seasons is again about due, has influenced many smaller owners to proceed with the construction of irrigation ditches, fourteen applications for water rights for these smaller ditches having been recorded during the year.

The present standing of irrigation canal and ditch construction in the Territories may be summarized as follows:—

Number of canals and ditches constructed	169
Length of constructed canals and ditches	469 miles.
Number of water rights recorded for canals and ditches not yet completed	14
Number of acres susceptible of irrigation from constructed canals and ditches	614,684 acres.
Number of water rights recorded for domestic, power and other purposes	127

Reference has been made in previous annual reports to the water rights which have been, and are being, from time to time set aside under the provisions of the North-west Irrigation Act in the eastern portion of the Territories in connection with the storage of water in reservoirs for stock-watering and domestic purposes. During wet seasons the necessity for the storage of water in this manner is of course not so pressing, but the reservoirs created by the Territorial government and the recording of water rights therefor are doing much to solve the problem of a surface water supply, particularly in Eastern Assiniboia during dry years. The dams erected to create these reservoirs now number some three hundred, and several of these dams are large structures impounding extensive bodies of water.

In the Lethbridge district of Southern Alberta the settlement and development which commenced with the completion last year of the Canadian North-west Irrigation Company's canal have progressed rapidly, and the transformation which has taken place in that district within the past year has to be seen to be adequately realized. Two populous and thriving villages (Stirling and Magrath) are now situated on the line of the canal where three years ago only scattered herds of range cattle could be seen, and a third village (Raymond) has been located and is now springing up at the point where an extensive plant for a sugar-beet factory has been located. These astonishing results are almost directly attributable to the construction of the irrigation canal, because, although it was not found necessary during last season, owing to a rainfall much in excess of the average, to resort to irrigation to any great extent to produce bountiful crops, the fact that such crops can be produced with sufficient moisture has been proved, and the canal affords a certainty of ample water supply during dry seasons.

In the early months of the year the Canadian Pacific Railway Company decided to fully investigate the proposed Bow irrigation canal scheme, which has been referred to in past annual reports and fully dealt with in the Fourth General Report on Irrigation and Irrigation Surveys. This canal, which is designed to head in the Bow river near Calgary and supply water from that stream for the irrigation of a large area of land lying east of that point and between the Bow and Red Deer rivers, was located in connection with our general irrigation surveys in 1895 and 1896, and the feasibility of the scheme from general standpoints satisfactorily proved. The Canadian Pacific Railway Company employed Mr. George G. Anderson, irrigation engineer, of Denver, Colorado, who had charge of the construction of the Canadian North-west irrigation

canal, to thoroughly examine into and report regarding the proposed scheme, and although his report has not, of course, been made public, it is understood that he has confirmed the favourable reports made at the time of the original location of this canal, and concurs in the claim made in our General Irrigation Reports that this canal not only does not present any serious engineering problems, but is calculated to work a wonderful transformation in the country lying along the main line of the Canadian Pacific Railway east of Calgary.

The construction of the Springbank irrigation canal, to which reference was made in the last annual report of the department, was continued during the past season. The work was, however, seriously delayed by bad weather and has not yet been completed. The headworks and main portion of the canal are, however, now about finished, and it is expected that the remaining portion of the canal will be finished in time to supply water for irrigation, if needed, next season.

Among the smaller irrigation undertakings which have been recorded during the past year, several are designed to irrigate considerable areas, but are all being constructed as private or mutual undertakings for the irrigation of lands belonging to the applicants for the water right.

During the past season one division of the irrigation survey staff has been engaged in completing certain surveys in the Springbank district, west of Calgary, and in superintending the engineering work in connection with the construction of the Springbank canal. The second division of the staff has completed certain surveys and investigation in the Milk River district of Southern Alberta, and in connection therewith has located a canal which will divert water from Milk river for the irrigation of land lying north of that stream and east of the tract of country irrigated by the Canadian North-west Irrigation Company's canal. The location of the Milk River canal proves that a large area of valuable land can be supplied with water from that stream, should it be found feasible to divert water from the head of the St. Mary river into Milk river so as to augment the present flow into the latter stream.

The hydrographic work of the irrigation surveys has been kept up during the past season, and the information obtained from gauge-rod readings and the automatic record supplied by nilometers and hydrographs on the larger streams will be of the greatest value in finally determining the volume of water available from streams in the southern and south-western portion of the Territories for irrigation purposes.

The Fifth General Report on Irrigation and Irrigation Surveys, which brings all information down to date, is not yet ready for the printers, its preparation having been delayed pending the completion of some of the more important maps to accompany it. This report will, however, it is expected, be ready for issue in the early part of the year in monograph form, and will no doubt prove of great value in supplying full and detailed information regarding a subject that is rapidly becoming one of the most important with which we have to deal in the Territories.

OPERATIONS OF THE TOPOGRAPHICAL SURVEYS BRANCH.

During the half year extending from July 1 to December 31, 1901, there were thirty survey parties in the field. Seven of these were in Manitoba, seventeen in the Terri-

tories, two in British Columbia, two on that part of the sixtieth parallel of north latitude which forms the boundary between British Columbia and the Yukon Territory, one in the districts of Keewatin and Mackenzie, and one party in the Yukon Territory.

Besides these there were several parties engaged in the Yukon Territory under the direction of the commissioner.

Nine parties were engaged on contract subdivision surveys, this being a greater number than for some years past.

This season there are also thirty parties in the field, of whom five are working in Manitoba, twenty-two in the Territories, and three in British Columbia. Twelve of the parties are engaged in subdivision work under contract. A party organized by Mr. L. E. Fontaine early in May, for work in northern Alberta, near Onion lake, was shortly afterwards disbanded, Mr. Fontaine having met with an accident which prevented his remaining in the field.

SUBDIVISION SURVEYS.

Mr. Cyrus Carroll was employed during the last half of 1900 in the south-eastern portion of Manitoba, in the vicinity of the Manitoba and South-eastern Railway.

This season the work in this neighbourhood is being carried on by Mr. J. A. Coté.

Mr. R. Bourne has been engaged since September, 1900, in resurvey work, and the survey of outlines in central Manitoba.

Mr. C. F. Aylsworth was last year working in the vicinity of the Thunder Hill Doukhobor reserve, and in the Swan River district. This season he is engaged upon resurvey and subdivision work, about twenty-five miles east of Winnipeg.

Mr. H. B. Proudfoot is this season working under contract in central Manitoba, between the principal meridian and the south end of Lake Winnipeg.

Mr. A. F. Martin last season had a subdivision contract in the Beaver Hills in Assiniboia. This year he has been instructed to survey certain outlines in Manitoba, between Lakes Winnipeg and Manitoba, in connection with the examination of swamp lands, for the selection of which he is one of the commissioners. This survey was necessary in order to locate the lands to which the province of Manitoba is entitled under statute.

Mr. C. A. Bourget was last year working under contract. He subdivided several townships on the west shore of Lake Winnipegosis.

Mr. James Dickson was employed last season in the Swan River district. This year he is engaged in the survey of outlines east of Prince Albert.

Mr. J. C. Desmeules was working during 1900 in the Dauphin district. This year he is subdividing several townships in the Edmonton district.

Mr. J. J. Dalton has been instructed to make a number of surveys in Assiniboia, near Yorkton and Pelly.

Mr. A. J. Brabazon was last season renewing the marks of corners in some townships near Yorkton.

Mr. A. Bourgeault was working under contract in 1900 in the country west of Prince Albert. He is again working under contract this year in Saskatchewan, north of Quill lakes.

Mr. P. R. A. Belanger was last season surveying township outlines west of the second meridian in the vicinity of Pasquia mountain. This year he is engaged in similar work east of Prince Albert.

Mr. J. A. Belleau was employed during 1900 in the Thickwood Hills, and near Carlton. This season he is east of Prince Albert.

Mr. C. C. DuBerger was last year employed in northern Alberta, near Edmonton. This year he is running township outlines near the ninth and tenth base lines west of the second meridian.

Mr. L. P. Gauvreau was last season awarded a contract in the Doukhobor reserve, near Carlton.

Mr. J. J McKenna has been working under contract during 1900 and 1901. Last year he was in the Cypress Hills, this year he is in central Alberta, near Red Deer.

Mr. E. J. Rainboth was working under contract last year in southern Alberta. This year he has again been awarded a subdivision contract in the same neighbourhood.

Mr. J. E. Woods was last year engaged on scattered surveys in southern Alberta and through the Crow Nest pass. This year the surveys in this district are being carried on by Mr. G. J. Lonergan.

Messrs. C. E. Towle and G. P. Roy have been awarded subdivision contracts in Alberta, near Red Deer.

Mr. W. F. O'Hara was last year engaged in the survey of township outlines in the Finlander's reserve, west of the fifth meridian. This year Mr. J. N. Wallace has been instructed to continue the work in this neighbourhood.

Mr. A. McFee was last year, and is again this season, working under contract west of the fifth meridian, near Red Deer.

Mr. John Molloy and Mr. Hugh McGrandle are both subdividing townships under contract in northern Alberta.

Mr. Louis Gosselin has been awarded a subdivision contract in the Beaver Hills, near Edmonton.

Mr. R. W. Lendrum was last year working under contract west of the fifth meridian, south of Pigeon lake. This season he has been awarded a subdivision contract in the Beaver hills, near Edmonton.

Mr. J. B. Saint Cyr is working under contract in northern Alberta.

Mr. J. K. McLean was last year engaged in subdivision work in the Edmonton district. This season he is surveying township outlines, north of Edmonton.

Mr. A. C. Talbot has been sent to Lesser Slave lake to make various surveys which have been asked for by the settlers in that neighbourhood.

Mr. C. C. Fairchild is surveying in the vicinity of the Peace river, near Dunvegan, in the district of Athabasca.

Mr. J. E. Ross and Mr. W. J. Deans have been working during 1900 and 1901 in the railway belt in British Columbia. Their work has been altogether to meet the immediate requirements of the settlers in that district.

SETTLEMENT SURVEYS COMPLETED TO DATE.

Hereunder will be found the usual table of subdivision or settlement survey work completed each year since the commencement of the surveys, with the result of last season's operations added:—

	Acres.	Number of Farms of 160 acres each.		Acres.	Number of Farms of 160 acres each.
Previous to June, 1873.	4,792,292	29,952	In 1889	516,968	3,231
In 1874	4,237,864	26,487	1890	817,075	5,106
1875	665,000	4,156	1891	76,560	476
1876	420,507	2,628	1892	1,395,200	8,720
1877	231,691	1,448	1893	2,928,640	18,304
1878	306,936	1,918	1894	300,240	1,876
1879	1,130,482	7,066	1895	406,240	2,539
1880	4,472,000	27,950	1896	506,560	3,166
1881	8,147,000	50,919	1897	428,640	2,679
1882	10,186,000	63,662	1898	859,840	5,374
1883	27,234,000	170,212	1899	1,022,720	6,392
1884	6,435,000	40,218	1900	735,480	4,596
1885	391,680	2,448	1901	1,603,680	10,023
1886	1,379,010	8,620			
1887	643,710	4,023	Total	83,282,855	521,263
1888	1,131,840	7,074			

TOPOGRAPHICAL SURVEYS.

Mr. A. O. Wheeler has been instructed to prepare a map of the country in the vicinity of the Selkirk mountains in British Columbia. He commenced the field work in connection with it about the end of June, of this year.

INTERPROVINCIAL BOUNDARIES.

Mr. Geo. White-Fraser and Mr. Arthur Saint Cyr were engaged last season on the boundary between British Columbia and the Yukon Territory. This was a continuation of their previous season's work. Mr. White-Fraser established astronomical stations along the boundary at intervals of about twenty miles. He carried the line westward about as far as the Alsek river.

Mr. Saint Cyr connected these stations and established monuments along the line about one mile apart. He has completed the line between Bennett and Teslin lakes.

YUKON TERRITORY.

The system of survey adopted in the North-west Territories has not been extended to the Yukon Territory; the land instead of being subdivided into sections is surveyed into lots of convenient size.

Mr. C. C. Chataway was sent to Dawson in April of last year for the purpose of supervising these surveys. He was authorized to issue instructions to the Dominion land surveyors working in the territory, and to examine returns of surveys. Mr. C. W. MacPherson was last season working under his instructions.

In November, 1900, Mr. Chataway's office was made a permanent 'survey office,' and he is at present in charge of it as 'director of surveys.' He has a staff of three men in the office, and the surveyors in the field under his directions are Messrs. James Gibbon, P. T. C. Dumais, C. W. MacPherson and A. J. MacPherson.

EXPLORATORY SURVEYS.

Mr. Thomas Turnbull was last season engaged in making an exploratory survey of the country between Lakes Winnipeg, Manitoba and Winnipegosis.

Mr. J. W. Tyrrell left early in 1900 to make an exploratory survey in the districts of Keewatin and Mackenzie. He crossed the country between Great Slave lake and Chesterfield inlet on Hudson bay, and returned to Ottawa in December of last year. Mr. Tyrrell's report, which will be found at the end of Part III., is of great importance, as containing details of accurate information about a very large stretch of country previously almost unknown, and which is now shown to possess considerable value, in several directions, from a commercial point of view.

INTERNATIONAL BOUNDARY SURVEYS.

The report of the commissioners, Messrs. W. F. King and O. H. Tittmann, appointed under the provisions of the *modus vivendi* entered into between Great Britain and the United States on October 20, 1899, upon their survey of the provisional boundary line between Alaska and British Columbia in the region about the head of Lynn canal, was received in January last, and was, in due course, laid before parliament.

In my last annual report, reference was made to correspondence with the United States government with reference to the bad condition of many, and the total disappearance of some of the monuments marking the southern boundary of Canada. In addition to the repair and replacement of these, as to the necessity of which there was a concurrence of opinion, the setting of new monuments, in places where the marks of the original survey are too far apart to meet present requirements, was proposed, but not agreed to, as it was thought that the placing of new monuments, being an addition to the original survey, should properly be made the subject of a special convention, supplementary to the various conventions under which the several parts of

the boundary line were originally surveyed. An informal agreement was, however, come to with the government of the United States for the examination of the existing monuments on the 49th parallel from the Rocky Mountains to the sea, between British Columbia and the States to the south. This examination is being conducted by surveying parties of both governments, those of the United States being under the joint direction of the superintendent of the United States Coast and Geodetic Survey and the director of the United States Geological Survey, and those of Canada under the direction of Mr. W. F. King, chief astronomer of this department. The two Canadian surveying parties are under charge of Messrs. J. J. McArthur and W. F. O'Hara, Dominion land surveyors, the former working in the Cascade Mountains and west therefrom, the latter between the Similkameen and the Columbia river.

In order to take advantage of this opportunity for forwarding the work of the Geological Survey in the little-known region of the Cascade Mountains, a small party, under Mr. J. M. Macoun, of that survey, as biologist, and Mr. R. A. Daly, as geologist, was detailed to accompany Mr. McArthur's party.

An agreement has also been reached for the joint examination and repair and replacement of broken or destroyed monuments on the boundary between the State of New York and the province of Quebec, that is to say, from the Richelieu river to the St. Lawrence.

The field astronomical work of the department during the present year includes a determination of the latitude and longitude of a point on the international boundary near Midway, B.C. Another, which was desired near White River, Ontario, where it would form a needed tie point for geographical purposes, had to be left uncompleted on account of the approach of cold weather.

Preparation is being made for the erection of an astronomical observatory at Ottawa, and the installation of a large telescope, provision for this having been made by parliament at its last session.

THE YUKON TERRITORY.

There are two important appointments to record in connection with the administration of the Yukon Territory, namely, on March 11 last, that of the Honourable James Hamilton Ross, formerly Commissioner of Public Works in the government of the North-west Territories, as Commissioner of the Yukon Territory, in lieu of Mr. Wm. Ogilvie, and that of Mr. F. T. Congdon, barrister, of Halifax, N.S., on the 13th of the same month, as legal adviser and member of the Yukon council.

Mr. Ross' experience as administrator, and his practical knowledge of official requirements in connection with the public service specially fit him for the office of trust and responsibility to which he has been appointed.

I wish to place on record here the heartfelt sympathy of the department at the great misfortune which befell Mr. Ross by the loss of his estimable wife and child through the wreck of the *Islander*, on her south-bound trip from Skagway, off Douglas island, near Juneau, August 15 last.

As Mr. Ross has only been a few months at the head of the government of the territory, he has not yet been in a position to send a detailed report upon the operation of each branch of the service under his control. He has, however, furnished a general report upon the present condition of the district, which will be found under Part IX.

The general tenor of this report is very satisfactory. The discovery and use of coal for city and mining purposes; the probable increase in the gold production through the cheaper transportation facilities promised by companies directly interested in that industry; the extension of the road systems in the vicinity of Dawson and the surrounding mining centres; the municipal incorporation of Dawson; the almost total absence of crime, are subjects ably touched upon by the Commissioner, and which are all indicative of the permanency of the Yukon gold fields and of their gradually increasing importance.

Although there has been a decrease in the royalty collected on Yukon gold this year, which is of course attributable to the reduction from 10 to 5 per cent on gold mined which came into force in the month of April last, the bulletins which have been recently published would appear to show that the gold production for the past two or three months has been in excess of all previous returns issued in this relation. It may be further pointed out that the general revenue from the Yukon during the past year, namely, $2,011,311.07, was the largest on record, being an increase of $207,787.01 over 1899-1900.

Full particulars with regard to operations of the department's offices in the Yukon will be found under the Timber and Mines section of the report.

I think it will be useful to quote in full the regulations now in force with regard to the importation of spirituous liquors into the Yukon Territory. They are as follows :—

'*Regulations governing the importation of liquors into the Yukon Territory, as authorized by Orders in Council, dated respectively February 23, 1901, and March 18, 1901.*

'In accordance with the provisions in that behalf contained in the Act 61 Victoria, Chapter 6, "The Yukon Territory Act," as amended by the Act 62-63 Victoria, Chapter 11, the Commissioner of the Yukon Territory is authorized to issue permits for the importation into that Territory of such liquors and other intoxicants, but solely upon and subject to the following conditions or regulations, that is to say :—

'1. In these regulations and in any permit issued thereunder and in the ordinance hereinafter mentioned and any other ordinance which may be passed under the provisions of the said Acts for the purpose of preventing the importation of any malt or spirituous liquors or other intoxicants, except under permit subject to the said regulations : (*a*) the expression "permit" means a permit issued under, in virtue of and in accordance with such regulations; (*b*) the expression "liquor" or "liquors" means and includes all spirituous and malt liquors and all combinations of liquors and drinks and drinkable liquids which are intoxicating; (*c*) the expression "proof," "strength of proof" or "spirits of the strength of proof," means any intoxicating spirits or liquor having the strength of proof by Sikes' hydrometer; (*d*) the expression "gallon" means an Imperial gallon; (*e*) the expression "commissioner" means the Commissioner of the Yukon Territory; and (*f*) the expression "wholesale license" means a license for the sale within the Yukon Territory, by wholesale only, of liquors as hereinabove defined, in warehouses, stores, shops or places other than taverns, inns, saloons,

ale or beer houses or similar public houses, in quantities—if the liquors are in cask, barrel or other similar vessel—of not less than five Imperial gallons, and in quantities of not less than one dozen bottles if the liquors are bottled, no bottle to contain less than one-half pint, Imperial measure.

'2. No permit shall be issued to any person who has not previously obtained a wholesale license from the commissioner, and the commissioner shall have the sole right, power and authority to issue such wholesale license, which shall be signed by him, in which the name of the licensee and the warehouse, store, shop or place wherein he may sell and dispose of liquors by wholesale in quantities not less than those hereinbefore specified shall be mentioned, and in which it shall also be set forth that such wholesale license shall be and become void in case the licensee at any time during the currency thereof, either directly or indirectly, or by or with any partner, clerk, agent or other person, disposes of or sells liquors in any less quantities, respectively, than as hereinbefore specified, or disposes of or sells liquors in any quantity to be drunk or consumed in the warehouse, store, shop or other place mentioned in the wholesale license, or in, about or upon any premises connected therewith.

'3. Each permit shall also be signed by the commissioner.

'4. A fee of $2,000 shall be paid to the commissioner for each wholesale license before the delivery of the same to the applicant therefor; and all moneys paid for such fees shall be and become part of the liquor revenue fund of the Yukon Territory, and shall be deposited to the credit of the comptroller of that territory on account of such fund.

'5. Except in the case of beer, as beer is hereinafter defined, a fee of $2 shall be paid for each and every gallon of liquors, of the strength of proof, or under, and so in proportion for any greater strength than the strength of proof, to be admitted under permit into the Yukon Territory.

'6. In these regulations, in any ordinance to be passed as hereinbefore mentioned, and in any permit the expression "beer" means and includes beer, ale, porter or lager beer, containing 10 per cent or less of spirits of the strength of proof, and a fee of 50 cents shall be paid for each and every gallon of beer to be admitted under permit into the Yukon Territory.

'7. All moneys received for fees for liquors (including beer) to be admitted, under permit, into the Yukon Territory, shall be paid to the comptroller of the Yukon Territory before the permit is issued, and all such moneys shall be and become part of the liquor revenue fund of the Yukon Territory, and shall be deposited to the credit of the comptroller of the Yukon Territory on that account.

'8. Each permit shall be delivered to the officer who admits into the Yukon Territory the liquors or any portion thereof to be admitted under such permit, so that it may be transmitted to the commissioner after such officer has made any entries thereon with regard to the admission of such liquors or portion thereof as it may be necessary for him to make; and if the total quantity of liquors mentioned in any application for a permit to the commissioner cannot be taken into the territory at one time, the applicant shall state that fact and shall also state in how many shipments such quantity of liquors will be imported, so that if the application for the whole quantity or for more than one shipment thereof be granted, a separate permit may be issued for each of as many shipments as it may be decided to allow to be imported or brought into the territory.

'9. No permit shall be issued for a greater period than six months from the date thereof, and after the expiration of that period the permit shall lapse and be and become absolutely null and void, and no liquors shall be admitted into the Yukon Territory thereunder.

'10. No liquors which are allowed to be imported or taken into the Yukon Territory under any permit shall be sold, exchanged, traded or bartered by the permittee to or with any person or company who are not licensed to purchase and sell malt, spirituous or other intoxicating liquors in the territory under the ordinance or ordinances

now passed or hereafter to be passed in that behalf by the Governor General in Council or Commissioner in Council under the provisions of section 8 of "The Yukon Territory Act," as enacted by section 2 of the Act 62-63 Victoria, chapter 11, or any Act which may be passed to amend the same.

'11. Each permittee who imports or brings liquor into the Yukon Territory under permit shall keep a record in writing of the sale or other disposal of such liquors, in which shall be set forth the quantity and class or kind of liquor in each instance and the name of the company or person to whom it was sold, or with whom it was traded, bartered or exchanged, and such record shall be open to the inspection of the commissioner, the chief liquor license inspector of the Yukon Territory, or of any one authorized by either of them in writing for the purpose, when and as often as the commissioner or such inspector may desire to inspect the same.

'12. The commissioner or chief liquor license inspector of the Yukon Territory may take from any liquors which are being brought or which have been brought into that territory, under permit, a sufficient quantity thereof to determine whether such liquors are of the kind and strength mentioned in the permit, or whether they are of a different kind and of greater strength than therein stated.

'13. Wines required for altar or communion purposes by the minister, priest or other clergyman or the missionary in charge of any parish, church or mission in the territory shall be admitted therein free of any fee, duty or other charge, except ordinary customs or excise duties, as the case may be, upon the application to the commissioner in writing over his own signature of the minister, priest, missionary or other clergyman of the parish, church or mission, or of any bishop or other dignitary of the church for which such wines are required, but the purposes for which they are required shall be stated in the application.

'14. Except wines for altar or communion purposes, no liquors shall be admitted into the Yukon Territory except when carried in or by sailing ship, or vessel propelled by steam, or by railway.

'15. It shall be the duty of the captain or senior officer of any ship or vessel or conductor of any railway train in which liquors are being brought into the Yukon Territory, as well as the duty of the permittee, to report such liquors to the officer in charge of the North-west Mounted Police at the post nearest the point of entry into the territory, or to such other officer at that post as may be especially named and appointed for such purpose by the commissioner or the chief liquor license inspector of the Yukon Territory.

'16. The commissioner may appoint from time to time, as may be deemed necessary by him, one or more preventive officers to aid him and the chief liquor license inspector of the Yukon Territory in enforcing the provisions of the foregoing regulations, and in detecting and arresting any person known or suspected to be guilty of a breach of any such regulations; and the commissioner may fix the duties and powers of such preventive officer or officers, and may fix the salary, fees or other remuneration which each of them is to be paid for his services in that behalf, which salary, fees or other remuneration shall be paid by the commissioner out of the liquor revenue fund of the Yukon Territory.

'17. It shall be the duty of every officer, non-commissioned officer, policeman or other member of the North-west Mounted Police stationed in the Yukon Territory, to see that the several provisions of the foregoing regulations are duly observed, and to aid and assist the commissioner, chief liquor license inspector of the Yukon Territory or preventive officer or officers appointed by the commissioner, in enforcing the provisions of the foregoing regulations; and also to detect and arrest or aid in the detection and arrest of any person who is known to or suspected by such officer, non-commissioned officer, or policeman or other member of such force, of being guilty of a breach of any such regulations, or who is named in writing signed by the commissioner, chief liquor license inspector of the Yukon Territory or preventive officer, and addressed to such officer, non-commissioned officer, policeman or other member of such force, as

being guilty or as being suspected of being guilty of a breach of any of such regulations.

'Notwithstanding anything contained in any of the foregoing regulations, or in the ordinance P.C. No. 257 which was passed upon March 5, 1901, being "An ordinance to prevent the illicit importation of intoxicating liquors into the Yukon Territory and the manufacturing of such liquors therein," the Commissioner of the Yukon Territory is authorized to grant permits to the officers of the North-west Mounted Police force on duty at different points in that territory, to bring into such territory to the posts at which such officers and the men of that force under their command are respectively stationed, limited quantities of beer for the personal use of such officers and men, free of all fees and other charges, the quantity in each case to be determined by the commissioner who grants the permit.'

DOMINION GOVERNMENT ASSAY OFFICE.

I have already referred in an earlier part of this report to the establishment of the Dominion Government Assay Office at Vancouver, B.C. I may add in this relation that this office is now believed to be as well equipped as any other similar institution in America, and has been in full operation since the month of August last. It will undoubtedly prove of much benefit to the miners of the Yukon and British Columbia districts, and will at the same time be of great advantage to Vancouver in attracting business which would otherwise go to the American coast cities. The office has been placed under the management and control of Mr. Thomas McCaffrey, formerly manager of the Union Bank of Canada at Winnipeg, whose thorough business training and experience specially fit him for the position.

As an encouragement to miners to have their gold assayed at this office, the government has passed a regulation by which miners who personally deliver their gold at the office are refunded one per cent on the net value of the gold upon which they have paid royalty, so that in the case of such miners the royalty is reduced to only four per cent. This concession will no doubt act as an incentive to miners to patronize the institution.

While there may be at first a financial loss in the operation of the assay office, the resulting benefits will be of such widespread character as to much more than compensate for the deficiency.

FORESTRY.

The report of the superintendent of forestry, upon the work of his office during the past year, will be found under part VIII., and will no doubt prove very interesting.

Although this branch of the department is only as yet in its infancy, having been first established in the month of August, 1899, the results that have so far been achieved through its operations fully justify the comparatively small public expenditure which its maintenance involves. When it is considered, as pointed out by the superintendent, that owing to the efficient work performed by the forest rangers acting under his instructions, millions of feet of merchantable timber within the railway belt in the province of British Columbia were saved from destruction by impending fires this year—and the same remark applies to the Riding Mountain reserve which was also protected

against serious damage from the same cause through the efforts of the rangers—there can be no ground for questioning the wisdom of the policy inaugurated by the department in this relation.

In view of the importance of the interests attached to the good administration of the forest domain, it is not to be wondered at that from time immemorial in the chief countries of Europe, notably Germany, France, Belgium, Spain, Italy, Russia, Norway and Sweden, systems of sylviculture and stringent laws have been in force for the improvement of forests and their preservation against depredation and abuse. As pointed out in my report of 1899, when dealing with this particular subject, the success which had attended the work of afforestation which it was my privilege to observe while travelling in Belgium was such as to leave no doubt in my mind that similar results could be obtained in Manitoba and the North-west Territories by methods suitable to the climate.

Great progress in the same direction has of late years been made in Germany and France, and more recently the efforts put forth in the neighbouring republic to improve forest lands have proved most successful from every standpoint.

It may be interesting to note here that in the year 1885 a committee was appointed by the House of Commons in England to consider whether, by the establishment of a forest school, or otherwise, the woodlands of England, Wales, Scotland and Ireland could be rendered more remunerative, and the following extracts from the committee's report may prove interesting:—

'The committee has received evidence from persons representing various professions, occupations and interests, connected with woodlands and forest management in England, as well as in Scotland and Ireland, and has especially directed its attention to the following points:—

'(1.) How far there is need of some means of giving instruction to those engaged in the cultivation and management of woodlands.

'(2.) How far the establishment of a school of forestry would meet such need.

'(3.) Whether a board of persons representing various interests and associations connected with agriculture, and silviculture, should be formed with the assistance of parliament for the purpose of examination, granting certificates, and generally promoting the improvement of our woodlands.

'(4.) Whether by either or both of such means the cultivation of woodlands could be made more remunerative.

'The woodlands belonging to the state are comparatively small, though even, as regards them, the difference between skilled and unskilled management would itself more than repay the cost of a forest school. The woodlands in private hands, however, are far more considerable, and the total area of woodlands amounts, according to the agricultural accounts, to 2,788,000 acres, viz.:

'England	1,466,000
'Wales	163,000
'Scotland	827,000
'Ireland	330,000

'Moreover, strong evidence has been given before your committee that large tracts of land in the United Kingdom, especially in Scotland and Ireland, might be planted with advantage. The forests in India and the colonies must also be taken into consideration, and on the whole, the forest area in the British Empire is greater than that

belonging to any other country. Your committee are satisfied that so far as Great Britain and Ireland are concerned, the management of our woodlands might be materially improved. Moreover, the present depressed values render economical and skilful management even more important than if the range of prices were higher, though it is probable that, with the waste of forest elsewhere, a brighter future is in store for home forestry, and that some considerable proportion of timber now imported, to the value of £16,000,000, might, under more skilful management, be raised at home.

'Nearly every other civilized state possesses one or more forest schools. In this country, on the contrary, no organized system of forestry instruction is in existence, excepting in connection with the Indian service.

'The witnesses examined before the committee have been generally and strongly of the opinion that the establishment of forest schools, or at any rate of some organized system of forest instruction, would be very desirable; but they have differed considerably as to the best mode in which this might be effected. There is a general agreement that the establishment of a forest board would be a wise step.

'As regards the formation of a forest school, more than one centre of instruction would be desirable; though in the first instance it might be well to establish one school only, in order to secure the most complete equipment, the best teachers and a sufficiency of students. The Indian forest students might constitute a nucleus. The Indian government is already at some expense on their behalf, and it is probable that the fees from other students might nearly, if not altogether, repay any additional expense which their admission would entail. This school would doubtless be situated in England, but a school for Scotland is also urgently needed, and your committee are of the opinion that it would probably be desirable to found another in Ireland.

'Sir Alexander Taylor, president of the Royal Engineering College at Cooper's Hill, considers, however, that a separate course would be required if English students are to be admitted, and your committee are not informed whether the Indian government would be prepared to organize such course.

'As regards Great Britain and Ireland, the demand would be principally for instruction adapted to the needs of the land agents, foresters and wood reeves; and your committee have it in evidence that they might profitably receive instruction together with those studying the higher branches of forestry for Home, the Indian and colonial service, who would carry their studies further. Even as regards ordinary woodmen, your committee consider that a certain amount of simple and practical instruction would be very useful. It has been stated by your committee that the authorities of other institutions, as, for instance, of the Agricultural College at Cirencester and Downton, would be prepared to organize a system of forest instruction, but the evidence has not been sufficient to enable your committee to decide on the respective advantages which might be offered by these institutions.

'Apart from the question of actual profit derived from tree-planting, its importance as an accessory to agriculture is shown by the effects which woods have in affording shelter and improving the climate; and your committee are of the opinion that, whilst on public and national grounds timber cultivation on a more scientific system should be encouraged, landowners might make their woods more remunerative were greater attention paid to the selection of trees suitable to different soils and to more skilful management after the trees are planted. Your committee have had evidence that, apart from any immediate pecuniary benefits, there would be considerable social and economical advantages in an extensive system of planting in many parts of the kingdom, especially on the west side of Ireland and in the Highlands of Scotland. This subject is one of great importance and well worthy of early consideration.'

In a country so extensively wooded as was Canada at the time of its first occupation, it will be readily understood why such little notice has so far been taken of the forests, except as to clearing the land for settlement. The ruthless destruction of some of the most valuable timber areas, coupled with the increased demand for timber

consequent upon the development of the country makes it quite clear to-day, however, that any measures taken by the government towards the reservation and improvement of our woodlands, which are by far the most important natural asset of Canada, should commend themselves to all who take any interest in its welfare.

TIMBER RESERVATIONS.

The suggestions of the superintendent with regard to the necessity of maintaining our timber reserves, and of increasing their number where it may be found necessary to do so, are worthy of careful consideration. While it is, no doubt, in the interest of the prairie region, from a climatic and agricultural point of view, that every encouragement should be given to the propagation of trees and tree-planting generally in Manitoba and the North-west Territories, the first duty incumbent upon the government is that effectual measures be adopted and stringently enforced for the preservation and improvement of our forest lands. It is, therefore, proposed to prosecute vigorously the policy which has been inaugurated in this relation.

TREE-PLANTING.

From the large number of applications that have been received from settlers who are desirous of taking advantage of the assistance afforded by the government to those who wish to devote a portion of their farms to tree-culture, there would appear to be a growing interest taken throughout the west in forest plantations and shelter belts, and the remarks of the superintendent in this respect will also be read with interest. It is gratifying to note that this branch of the work is looked upon with favour by settlers generally in the west, and that the prospects for the future are most promising.

THE CANADIAN FORESTRY ASSOCIATION.

The second annual meeting of this association was held at Ottawa on the 7th of March last, and the report upon its operations, which has since appeared in a very attractive pamphlet form, will be found to be a valuable addition to the present limited supply of literature bearing upon the forest resources of Canada. The contributions, embodied in the report, from leading representatives of the different provinces, upon the woodlands of their respective districts, will not fail to greatly advance the cause of forestry, coming as they do from persons of such high scientific attainments and thoroughly competent to speak authoritatively upon the important matters which they have so ably treated. I desire to place on record the department's appreciation of the valuable assistance thus afforded to the department by the association, and beg to quote in full the conclusion of the report of the board of directors, in which I fully concur:

'The great extension of the pulp industry and the demand created thereby for spruce timber especially render it advisable that a special study of this tree should also be made so that we may know what our resources for this purpose are and where and how steps should be taken to ensure that the returns from this source of wealth should be retained at the highest possible permanent figure.

'Tree planting on farms, and particularly on the great plains of the west, is now receiving more of the attention which it deserves. It is a subject for congratulation that

the Dominion government is giving special consideration to this question, and we hope the deliberations of this association may result in proper support being given to any properly devised plan for advancing this work.

'While all the steps in the development of the forestry policy of Canada may not yet be perfectly clear, the necessity for, and the method of the preservation of the present timber supply are sufficiently evident to justify your board in urging that the influence of the association should be used to secure that the Forest Fire Acts of all the provinces should be made as effective as possible, both by proper provisions and a widespread advertisement of them. The extension of the fire ranging system should also be urged when the necessities of the case will permit.

'Recognizing the advantage of having a strong public sentiment behind any governmental action, and believing that there is a latent and hitherto unexpressed feeling in the country in favour of both the federal and provincial governments giving more attention than heretofore to the forestry problem, your board would suggest the advisability of holding during the current year a number of public meetings in the large centres of population, similar to those recently held in Toronto and Kingston.

'Your board feel that they would fail in their duty if they did not make mention of the kind assistance the association has received from various quarters from the press of the country; from the various kindred societies and departmental officers, both here and in the United States, and especially from the railway companies of the country, which have been exceedingly generous in furthering the interests of the association.'

It will also be interesting to note here the following remarks from Dr. C. A. Schenck, Principal of the School of Forestry, at Biltmore, North Carolina, who is without doubt one of the leading authorities on forestry in America to-day, and who very kindly favoured the association with his presence on the occasion of their last meeting, and afforded them the benefit of his experience in tree culture and afforestation:—

'I think in the matter of forest fires we ought to move. The laws must be enforced. It can be done. It is done abroad. It is done in India. I think it can be done here. Whether at an expense of $6,000 or $60,000 you must guard all these miles of forest from fire. Though you cannot adopt European systems without money and plenty of it, fires can be prevented. We should impress that on the minds of our people and legislators constantly. It is a sure investment, sure to pay. Trees are one of the best investments that the government of any people can make.

'In Canada, if the population continue to increase, if the facilities of transportation continue to be developed, the price of pine stumpage, 80 years hence, might be $20 per 1,000 feet B.M.,—the price now prevailing in Germany and France. If such are the prospects, Canada will be the richest country on earth before the dawn of the next century, provided that she continues to conservatively manage her forest resources; again, if such are the possibilities, we should at once proceed to reforest every acre of ground unfit for the plough but fit for timber production.

'If such are the chances, every sapling in the forest should be as carefully protected from fire as if it were a paper dollar bill.'

ROCKY MOUNTAINS PARK OF CANADA.

The report of the superintendent of the Rocky Mountains park will be found under Part IV.

The returns for the year are very satisfactory, and show, amongst other things, that the total number of visitors for the twelve months ending June 30 last was 8,156, as compared with 6,533 for the ten months ending September 1, 1900.

The following is a table of the number of persons who visited the park during the past five years:—

1897	5,087
1898	5,537
1899	7,387
1900 (ten months)	6,534
1901	8,156

These figures are certainly indicative of the increasing popularity of the park as a resort for health and pleasure, and I quite agree with the superintendent's suggestion that everything possible should be done to develop the attractions of the park, as, owing to its splendid situation, its unrivalled scenery and other natural beauties, it has in fact already become one of the most attractive resorts in America.

It may be mentioned in connection with the park revenue and expenditure, that the receipts for the first five years after its establishment in 1887 amounted to $11,383, while the government expended $142,000, and the Canadian Pacific Railway Company $150,000, making a combined expenditure for that period of nearly $300,000, and the population of the park, consequent upon the construction of the railway, was about 1,000. The revenue during the last five years has been $14,945, an increase of over $700 per year as compared with the first period, and the government expenditure but $42,000. It is estimated that the revenue from the park this year will be about $3,500, and there is every reason to believe that the revenue from this source will increase from this on.

It is also satisfactory to note that there were no floods or extensive fires within the limits of the park during the past year.

The superintendent's statements with regard to the animal preserve are very encouraging. As the natural surroundings of the park would appear to be quite congenial to almost any species of animals in the country, and the cost of maintenance comparatively trifling, it is the intention to add new specimens, from time to time, to the present collection, which now consists of 30 buffalo, 5 elk, 4 moose, 17 Angora goats, or 56 head in all. These animals prove a source of much interest to tourists and add greatly to the attraction of the park generally. It may be pointed out further that the establishment of an animal preserve of this kind would appear to be advisable from a national point of view, as it may ensure the rescuing of certain valuable species of animals from complete extinction, as is now being done in connection with the buffalo.

It may also be stated that the question of extending the boundaries of the park is now under consideration, as this would bring under government control several small lakes, at the heads of streams falling into Bow river, which are well stocked with fish, and which are surrounded by a country abounding in game of various sorts. The proposed extension will not involve any additional expenditure further than laying out the lines and making winding roads so as to take in the scenery of the Bow river.

The department also intends to issue properly illustrated and descriptive publications, with the view of disseminating more widely and accurately a knowledge of the park's beauty.

SCHOOL LANDS.

The report of Mr. Frank S. Checkley, the clerk in charge of the school lands branch, will be found under No. 28 of the Dominion lands division of the general report.

There were no general sales of school lands held during the past year, as it was felt, after the extensive sales in Manitoba and the North-west Territories of the previous year, that the demand for this class of land would not justify the holding of any sales this year, in the interest of the school lands endowment fund.

Statements of the revenue and expenditure in connection with the position of the fund on the 30th of June last will be found annexed to the report.

With regard to charges of irregularities which were made in connection with certain of the auction sales held in Manitoba in June, 1900, reference is called to the clear and concise summary, which appears in Mr. Checkley's report, of the decision arrived at by his honour, James E. P. Prendergast, who conducted the inquiry in this relation.

It is gratifying to observe that every case of default and re-sale was duly investigated and reported upon, and that while it would appear from the result of the investigation that at several of the sales there were instances of combination and collusion between the bidders at the first sales and re-sales, there was no wrong doing or impropriety for which the officials of the department were responsible.

In all cases where it was shown that there had been any collusion, and the bidder failed to complete the purchase at first sale and the land was again put up, the department declined to carry out the sales, except on the condition that the purchaser should pay the price bid for the land at the first sale.

Out of 1,269 parcels of land disposed of by auction in 1900, only 31 were affected by the result of Judge Prendergast's inquiry.

MANITOBA SWAMP LANDS.

Under the provisions of section 1 of the Act 48-49 Victoria, Chapter 50, swamp lands situated in the province of Manitoba were granted to the province, and by Orders in Council, dated respectively June 19, 1886, and February 27, 1899, provision was made for the selection of these lands.

The total acreage of swamp lands transferred to the province to the 11th of September last, was 1,188,507 acres, and for the past five years, 695,396 acres.

As it was felt that it was in the public interest that the transfer of these lands should be concluded as speedily as possible, and at the suggestion of the government of Manitoba, it was decided to increase to four the number of commissioners who should make the selections, and Mr. J. A. Macdonnell, civil engineer, and Mr. A. F. Martin, Dominion land surveyor, both of the city of Winnipeg, were, therefore, appointed by Order in Council of the 31st of January last, joint commissioners for this purpose.

Messrs. H. Jukes and W. A. Ducker, the commissioners appointed in 1898, in this relation, have since been continuously engaged at the work of examination, and it is hoped now that by the combined efforts of both commissions the whole selection will be completed at an early date.

HALF-BREED COMMISSIONS.

Under Part VI. will be found the reports of the half-breed commissioners, who were appointed by Order in Council of the 2nd of March, 1909, to investigate and adjudicate upon the claims to land or scrip arising out of the extinguishment of the Indian title preferred by or on behalf of half-breeds born between the 15th July, 1870, and the end of the year 1885, in the organized districts of the North-west Territories. Mr. J. A. J. McKenna, of the Department of Indian Affairs, who was a member of the Indian Treaty Commission of 1899, in the district of Athabasca, and Mr. James Walker, of Calgary, who was a member of the half-breed commission for the same district, were appointed joint commissioners for the investigation and settlement of claims preferred by half-breeds resident in the districts of Assiniboia and Alberta. They examined in all 4,397 claims; of these 3,306 were allowed, representing an issue of money scrip to the value of $815,600, and of land scrip covering 477,840 acres; 235 claims were disallowed and 856 reserved. Mr. N. O. Coté, of the Department of the Interior, who acted as half-breed commissioner jointly with Mr. Roger Goulet, in 1887, for the settlement of pre-transfer claims, and Mr. Samuel McLeod, of Prince Albert, N.W.T., member of the North-west legislative assembly, were appointed joint commissioners for the purpose of settling claims preferred by half-breeds resident in the district of Saskatchewan and within that portion of the territory included in the province of Manitoba, which was not within the said province as constituted by the Manitoba Act, 33 Victoria, Chapter 3.

This commission issued 1,851 certificates calling for money scrip redeemable in the purchase of land, aggregating $344,266.55, and 492 for land scrip covering an area of 117,680 acres of land; 2,146 claims were examined, 1,990 of which were allowed, and the balance either reserved or disallowed. The whole number of claims investigated by both commissioners amounted to 6,543.

The claims in the Saskatchewan district, with a few exceptions in the case of absentees, were all investigated and dealt with, but owing to the delay occasioned by the large number of claimants who appeared at the first sittings of the Assiniboia and Alberta Commission, several of the claimants were unable to await the arrival of the commissioners, and, in order to remove any ground of complaint, special sittings were arranged for this year, and Mr. J. A. J. McKenna, who has since been promoted to the position of Assistant Indian Commissioner at Winnipeg, was appointed sole commissioner by Order in Council of March 16 last, to finally dispose of all remaining unsettled half-breed claims.

It is satisfactory to note that notwithstanding the onerous labours devolving upon the commissioners, who were called upon to travel by trail at remote points, the work was performed carefully and expeditiously.

It is hoped that the commission now in the field will be able to complete this year the investigation and settlement of all claims arising out of the extinguishment of the Indian title in Manitoba and the Northwest Territories. While the cost to the country to have this brought about may appear large, it should be remembered that the claims in question should have been wiped out sixteen years ago, and that their settlement, even at this late date, removes all possible grounds for further difficulties in the future.

THE DISTRICT OF KEEWATIN.

The report of His Honour Lieutenant Governor McMillan upon the condition of affairs in the district of Keewatin, during the past year, will be found under Part VII.

It may be observed that there is very little intercourse between the outside world and the groups of population that are scattered throughout this vast territory, which contains an area of 282,000 square miles, and which extends from the northern boundary of the province of Manitoba through the whole frigid zone, including the most northerly arctic regions. Although the native population, in the exercise of its natural avocation of hunters and fishermen, necessarily lead a nomadic life, they each belong to some particular settlement, or post, where they spend most of their lives, and thus come within the influence of the missionaries, the Hudson's Bay Company officers and other white traders who established posts or stations at all important points in the district.

It is unfortunate, as mentioned by the Lieutenant Governor, that he has been unable to make a personal journey into the territory, as it was his intention to do, as the information that he would have been able to gather in that way would not have failed to prove very interesting and useful. However, it is satisfactory to note his statement that, according to the general information which he has been able to obtain, the natives of that part of the district immediately bordering the province of Manitoba who are more particularly engaged in the fishing industry, as well as those living more to the north, have enjoyed a fairly prosperous year, and that the prospects for the future would appear to be even brighter, and that there is, therefore, no occasion for anxiety as to their means of livelihood.

THE DISTRICT OF ATHABASCA.

Two survey parties were sent out during the past season to this district, one under Mr. A. C. Talbot, who proceeded early in the spring to Lesser Slave lake, with instructions to lay out occupied lands into lots of suitable size, as requested by settlers in that neighbourhood; and the other party under Mr. C. C. Fairchild, D.L.S., who left in May for Peace river, near Dunvegan. Mr. Fairchild's mission was for the purpose of surveying township outlines and subdividing the necessary townships in the tract of 'La Société de Colonisation de la Rivière la Paix.'

With the exception of the above there has been no other action taken by the department with regard to this district. I am glad to be in a position to report, however, that the different groups of population living in that territory would appear to have enjoyed continued peace and prosperity since last year.

Reports have recently been received, however, that half-breeds and Indians living in the eastern part of Athabasca, in the vicinity of Ile a la Crosse, north-west of Prince Albert, have suffered considerable damage from the rising of the rivers and lakes during the month of August last, and that there is some likelihood of distress resulting in consequence. The department has taken the necessary steps to have the matter fully inquired into, and its officers will afford such relief as may be necessary.

I have the honour to be, sir,

Your obedient servant,

JAS. A. SMART,

Deputy Minister of the Interior.

PART I.

DOMINION LANDS

DOMINION LANDS.

No. 1.

REPORT OF THE COMMISSIONER.

DEPARTMENT OF THE INTERIOR,
OTTAWA, September 12, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to present a statement showing the principal items of work performed in my office during the departmental year ended June 30 last, and, for the sake of comparison, the statement for the previous year is given alongside.

You will also find herewith the reports, covering the same period, of the Inspector of Dominion Land Agencies, as well as the reports of the several local agents :—

COMMISSIONER'S OFFICE—GENERAL STATEMENT OF WORK PERFORMED.

		1901.		1900.
Files transferred and dealt with		31,153		26,527
Letters sent	Originals,	21,620	18,897	
	Triplicates,	16,978	10,585	
		38,598		29,482
Applications for patent—				
Examined		5,456		5,464
New applications		2,202		2,373
Certificates of recommendation issued		2,131		2,895
Official receipts issued		469		649

The reports of the local agents are, on the whole, of an exceedingly gratifying and encouraging character : in some of the older districts, there has been a falling off in the number of entries granted. This must, of course, be anticipated as the available lands become occupied. Additional surveys, increased railway and road facilities will, however, from time to time open up new districts where desirable locations may be secured. Very many incoming settlers have preferred to purchase lands in the more populated localities in order to gain the advantages of neighbours, churches, schools, &c. These do not appear in the agents' returns, so that even where there has been a falling off in the number of entries granted, this does not necessarily mean a diminution in the number of new arrivals.

The agents' reports further indicate that the settlers, generally speaking, are prosperous and well satisfied with their holdings : the effect of which will be increased settlement, as there is no more potent factor in inducing desirable immigration than the favourable testimony of such settlers.

Although Manitoba and the North-west Territories have experienced many good seasons, the crop prospects for this year have never been equalled. The stock and dairying industries are also said to be flourishing.

There has also been very little damage reported by reason of fire or storm, and the general outlook is of the most hopeful character.

I am, sir, your obedient servant,

J. G. TURRIFF,
Commissioner.

No. 2.

REPORT OF THE INSPECTOR OF AGENCIES.

DEPARTMENT OF THE INTERIOR,
OFFICE OF THE INSPECTOR OF AGENCIES,
WINNIPEG, MANITOBA, September 13, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to transmit herewith for publication my annual report for the year just closed, dealing with the work of my office as Inspector of Dominion Lands and Crown Timber Agencies. There are at the present time under my supervision, sixteen permanently established offices, and twenty-four sub-agencies. All of the permanent offices were visited and thoroughly inspected once in the year, and some of them twice, while as to the sub-agencies, these have been inspected only in cases where the volume of business transacted seemed to call for such inspection.

My report was duly transmitted to you on completion of each inspection. The matters dealt with in these reports being merely of departmental concern, it is unnecessary to make further allusion to them here. Generally I was able to report an efficient discharge of their duties by the staffs of the several offices. The work of the past year has been extremely heavy at several of the offices, which necessitated additions to the respective staffs. Further changes are desirable in the near future in order to adjust the staff as a whole in strict relation to the volume and character of the business to be transacted in the various agencies. In pursuance of this policy, you may find it advisable to transfer certain officers from agencies in which the transactions may show a decline to those in districts to which settlement is being more largely directed.

There are now employed at the sixteen permanent agencies, forty-eight officers (including the agents), as compared with forty-one officers employed in the preceding year. The expenditure of the permanent agencies was $47,857.29 for the year, being an increase of only $2,090.56 over 1899-1900, a small additional cost in view of the large increase in business represented by a revenue of $120,875.15, exclusive of payments made at the head office on account of the respective agencies. For the antecedent year the revenue was $301,633.59.

Statements are hereto annexed designated 'A,' 'B' and 'C,' exhibiting as far as practicable the transactions of the permanent agencies, of the sub-agencies and of the homestead inspection and forest ranger service.

Statement 'A' offers a comparison of the business transacted during the past two years. It will be observed that under every heading a substantial increase is shown in favour of the year which closed on June 30 last.

It is gratifying to note that the number of homestead entries granted exceeds by nearly 700 those of any previous year, the total number being 8,167. It is unnecessary to enter further into a discussion of the particulars set forth in Schedules 'A,' 'B' and 'C,' as they are intended to be self-explanatory.

In addition to the regular inspection duties, you are aware that my office now carefully scrutinizes the monthly expenditures of all lands and timber agents, homestead inspectors and forest rangers, and that I am called upon during the year to undertake such special work as occasion may demand. In October and November last, I was associated with you in the commission appointed to investigate the management and sale of lots in the town sites of Virden, Qu'Appelle, Regina and Moose Jaw, in

all of which the government owns a half interest. I was also selected to accompany you during the past summer on your visit to the various lands agencies, and during your examination into existing conditions of the ranching industry, stock-watering reservations, and other matters of departmental concern.

Enclosed with this are my reports as agent of Dominion Lands and Crown Timber Agent for the Winnipeg district, addressed to the Commissioner of Dominion Lands, together with the several schedules appertaining to these reports.

Respectfully submitted,

E. F. STEPHENSON,
Inspector of Agencies.

A.—Dominion Land Agencies, principal transactions for the year ending June 30, 1901.

Agencies.	Homestead Entries granted.	Land sales.	Land Scrip Located.		Applications for Patent received.	Land entries cancelled.	Timber permits issued.	Hay permits issued.	Letters.		Revenue.		No. of Staff.	Exp'nditure, Salaries and Contingencies.
			No.	Acres.					Received.	Sent.	Scrip.	Total Scrip & Cash.		
											$ cts.	$ cts.		
Alameda	466	28	7	1,680	100	174	311	605	4,441	2,894	6,036 81	13,655 99	2	1,974 26
Battleford	10		1	240	2	2	15	12	351	214	160 00	721 15	1	529 47
Brandon	407	67	10	2,349 50	307	151	372	902	12 678	11,269	12,068 90	24,546 52	4	3,867 14
Calgary	802	118	96	22,292 80	63	129	164	182	6,934	4,588	44,080 50	68,217 29	4	3,547 34
Dauphin	457	12			263	144	768	467	5,819	3,769	2,763 56	13,152 41	2	2,534 98
Edmonton	1,631	42	538	64,190 05	278	352	791	46	8,002	6,487	5,402 88	29,124 15	4	4,216 00
Kamloops	62	18			39	21		5	1,626	1,300	4,483 00	6,514 77	1	1,530 15
Lethbridge	524	93	60	7,720 75	83	120	130	45	7,733	5,396	34,210 21	55,074 75	3	2,177 31
Minnedosa	383	16	5	800	173	21	516	326	5,253	3,411	3,947 54	11,490 58	2	1,976 30
New Westminster—Land	24	6			27	2			1,765	1,666	485 10	1,193 10	1	1,541 85
" Timber							83		1,357	1,721		14,862 85	2	2,834 26
Prince Albert	512	18	294	39,639	98	87	343	65	2,274	1,523	3,163 81	17,007 20	2	2,479 82
Red Deer	846	33		6,240	88	264	531	45	5,171	3,602	7,039 53	17,510 77	2	2,152 46
Regina	912	306	590	69,119	416	350	271	1,046	13,305	9,106	31,855 80	51,183 53	5	4,374 03
Winnipeg	688	164			176	193	916	1,035	16,178	16,314	34,735 60	90,678 37	10	13,084 19
Yorkton	443	33			156	318	131	510	4,104	4,028	6,977 20	14,440 08	2	2,937 06
For year ending June 30, 1901	8,167	954	1,601	214,571 10	2,269	2,328	5,344	5,291	96,391	7 ,288	197,416 44	422,373 51	47	51,056 62
For comparison, year ending June 30, 1900	7,407	792			2,234	2,123	5,174	4,432	74,273	60,911	68,309 73	301,633 59	41	45,766 73

E. F. STEPHENSON,
Inspector of Agencies.

B.—List of Sub-Agents of Dominion Lands and Statement of Work performed by them during the Departmental Year ended June 30, 1901.

Name.	Place.	Application for homestead entries taken.	Application for patents taken.	Application for timber permits taken.	Application for hay permits taken.	Amount remitted to local land office.	Salary.	Remarks.
						$ cts.	$ cts.	
Regd. Newth.	Fort Qu'Appelle	63	6	26	31	855 80	169 68	Date of appointment, October 17, 1900.
H. Harley	Swan River	208	7	188	132	2,934 05	300 00	No record.
R. W. Hill	Carman	8			18	194 40		Paid by commission
Seymour Green	Moosejaw	28	3	4	2	362 50	75 00	Date of appointment, April 1, 1901.
Spencer Page	Wapella	53	67	30	84	836 09	300 00	
L. Adamson	Fort Saskatchewan	67	18	42	2	786 96	300 00	
L. B. Cochran	Medicine Hat	122	5	40	4	2,032 16	300 00	
J. E. Sheppard	Leduc	3	4			30 00	37 50	Appointment dated May 15, 1901.
R. M. Mitchell	Wetaskiwin	51	23	14	26	615 40	300 00	
Jno. R. Bunn	Milestone	15	1	2		452 95	300 00	
A. E. Cox	Pincher Creek	180	8	62	18	3,490 17	300 00	
P. A. Maqueen	Wetaskiwin	853	38	38	9	9,625 75	300 00	
F. Vickerson	Lacombe	471	21	255	16	6,121 21	300 00	
R. E. Taylor	Grenfell				5	28 90	10 00	Appointment dated June 10, 1901
H. G. Wilson	Indian Head	20		1	31	256 05	150 00	" January 1, 1901.
Jos. Nixon	Macleod	112	5	3		1,736 75	300 00	
R. M. Douglas	Tantallon	13	7	1	11	184 50	300 00	For six months ended June 30, 1901. Sub-agent kept
C. O. Card	Carlston	125	47	7		1,146 50	300 00	no record of previous six months' business.
H. de Bertal	Duck Lake	175	28	130	15	2,665 18	775 00	Eleven months to May 31, 1901. No record for June.
F. J. Musgrove	Estevan	38		3	12	455 55	300 00	
J. J. English	Maple Creek	18	2		10	580 60	150 00	Appointment dated August, 1900
W. D. Pitcairn	Pondra	170	5	19	1	2,134 57	52 00	" March 17, 1901
Robt. W. Logan	Olds	23	3		4	237 00	30 00	" May 1, 1901.
Thos. Copland	Saskatoon	91	8	19	25	1,407 00	180 00	
C. O. Clemens	Melfort	58	1	31	9	621 13	150 00	Office closed May 1, 1901. Record in second hot spell by error.
F. A. Gemmel	Selkirk	23		1	24	384 75		Office closed May 15, 1901.
John McClung	Rossburn	33	28	45	10	660 45	150 00	No record of business for months of January and February. Office closed May 1, 1901.
		3,081	335	961	529	40,132 97	5,829 18	

E. F. STEPHENSON,
Inspector of Agencies.

C.—STATEMENT showing the work of the Homestead Inspectors and Forest Rangers for the twelve months ending June 30, 1901.

Name of Inspector.	Head Quarters.	Number of Land Inspections Made.	Number of Applications for patent taken	Miles Travelled by Wagon.	Miles Travelled by Rail.	Remarks.
John Coleman	Edmonton	249	52	3,234	100	Retired June 30, 1901, on account of sickness.
R. D. Foley	Winnipeg.	443	84	4,785	2,234	
John Franks	Red Deer.					Appointed June 1, 1901. Resigned Sept. 30, 1901.
J. F. Gibson	Brandon	227	122	3,312	1,342	
Martin Jerome	Winnipeg	197	59	3,114	441	Off duty three months during year, no salary paid.
J. S. MacDonell.	New Westminster.	26	17	154	374	Dismissed June 30, 1901.
James McArthur	Prince Albert	22	17	2,664	96	
Neil McCallum	Yorkton	170	184	4,377	407	
D. J. McDonald	Kamloops	26	33	491	2,769	Time chiefly devoted to timber work.
R. E. McGregor	Dauphin			16	427	Appointed May 1, 1901.
Wm. McMillan	Treherne	191	77	4,408	512	Forest ranger and acting homestead inspector.
S. P. Porter	Regina	57	47	1,005	977	Appointed March 1, 1901.
John Rogers	"	140	25	1,350		Retired October 1900, on account of sickness.
W. W. Stuart	Calgary	119	39	2,431	1,153	Appointed January 12, 1901.
J. R. Thompson	"	121	19	1,436	652	Dismissed December 1900.
J. W. Thompson	Minnedosa	153	77	3,187	1,562	Off duty four months during year, no salary paid.
W. B. Underhill	Melita	217	107	2,277	909	
Thomas Young	Dauphin	360	146	4,425	2,907	
		2,718	1,105	42,666	16,862	

Forest Rangers and Preventive Officers.

Name.	Head Quarters.	Timber Permit Applications Received.	Hay Permit Applications Received.	Seizures Made.	Miles Travelled.	Remarks.
Chas. A. Walkinshaw	Bonserwam	306	7	1	4,092	
Joseph Coxe	Selkirk	2		1	1,725	
Wm. McMillan	Trehearne	34		10	"	*See under heading Homestead Inspector.
John Abercrombie	Moose Mountain	102			2,420	Appointed December 18, 1900
D. J. McDonald	Kamloops	47			"	
		491	7	12	8,237	

E. F. STEPHENSON,
Inspector of Agencies.

No. 3.

REPORT OF THE AGENT AT ALAMEDA.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
ALAMEDA, ASSINIBOIA, August 7, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit the annual report of the work of this agency for the year ending June 30 last.

A statement of the work done will be found attached, which shows a large increase over any previous year in the number of letters both received and sent, and also in the number of hay and timber permits issued. There has been a falling off in the matter of homestead entries, partially owing to the fact that most of the desirable lands within a radius of ten or twelve miles of the towns have been taken up. There are, however, large tracts of unoccupied lands throughout this district, waiting only for the settler to acquire possession of as free homesteads.

The Canadian Pacific Railway branch was completed last fall as far as Arcola, where a thriving town has sprung up, which already boasts of four hundred inhabitants. This road will be an inestimable boon to the settlers south of Moose Mountain. Large areas of Canadian Pacific Railway lands have been sold to the settlers who are desirous of farming on a large scale.

Owing to the dry season last year it was feared there would be a scarcity of fodder for cattle, but the spring opened up early and stock came through in good condition. The season so far has been one of, if not the most, favourable on record for crops of all kinds, and judging by present appearances, wheat will average at least twenty-five bushels per acre. There will also be a large crop of oats and roots, and abundance of hay. Some wheat has already been cut, and harvesting will be general in three or four days.

During the month of June about 6½ inches of rain fell, and farmers have broken large areas of land.

There has been a large influx of settlers from the United States, many of them being returned Canadians. These settlers are all possessed of ample means to enable them to begin work under favourable conditions.

The export of live stock does not begin till next month, and I regret that, owing to the early preparation of this report, I am unable to give any estimate of this trade.

There has been a large increase over previous years in the output of coal from the mines at Roche Percee and Coalfields, and the presence of this coal practically solves the fuel question of the whole of this south-western country.

Appended is a statement of the work performed during the fiscal year ending June 30 last.

Letters received	4,441	
Letters written	2,894	
Homestead entries	466	
Entries cancelled	174	
Land sales	28	
Land scrip located	1,680	acres.
Applications for patent	100	
Hay permits issued	605	
Timber permits issued	311	
Seed grain collections	20	

I am, sir, your obedient servant,

R. CLAUD KISBEY,
Agent of Dominion Lands.

No. 4.

REPORT OF THE AGENT AT BATTLEFORD.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
BATTLEFORD, SASKATCHEWAN, July 22, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit the following report for the year ended the 30th ultimo.

I am glad to be able to report once more that the atmospheric conditions have favoured the agricultural industries of our settlers. The winter was long but not severe, and ranchers had every reason to rejoice. The spring was unusually wet, but has been succeeded by such warm weather that crops of grain, roots and vegetables will suffer little or no disadvantage from early drawbacks.

The yield of grains last year was phenomenal, particularly as to quality. The fact that a carload of oats was exported for seed, involving a haul of 95 miles to Saskatoon for shipment, furnishes effective testimony to the fact that this district deserves a prominent place in the rank of grain-producing portions of the west. This year's grain crop will not mature so early as that of last year, but in quantity and sample it is expected to rival that of last year. Weather conditions during harvest will have great effect in deciding the quality of the grain ; if, as is sometimes the case, excessive rainfall occur, the grain will be materially injured, but if August and September be dry as usual, the grain will doubtless be saved in excellent condition.

But cultivation of the land is not yet conducted on an extensive scale, though the area under cultivation is now increasing rapidly, as the advent of a line of railway in the near future is assured. Hitherto sufficient grain for local consumption only was grown, and surplus grain was fed to stock in fitting it for market. It now appears that mixed farming is destined to supplant ranching as the chief industry of the settlers, and when a railway is projected through the district ranchers will move further back, leaving the lands over which herds are now grazing for those who will obtain homestead entries and proceed to earn their livelihood by means of farm and dairy products. This district offers exceptional advantages along the line of dairy farming.

The number of cattle and horses has not increased materially during the past year. About 3,000 head of cattle have been exported, chiefly to the Liverpool market. Between 1,000 and 1,200 head have been used for local consumption, and no doubt the natural increase of the cattle in the district one year ago does not far exceed the total number thus disposed of. The chief market for horses has been with the Doukhobor immigrants, who have located in the adjoining district, just beyond our eastern boundary. Some dealers have found good markets all along the railway between Saskatoon and Prince Albert. The total number thus exported was between 250 and 300, but the natural increase is estimated at 700 or 750 more than that. Horses have enhanced in value, partly owing to the influence of the demand created by the South African war, but chiefly owing to the needs of the large numbers of immigrants to the Prince Albert district.

It is not yet certain in which particular direction either of the proposed railway lines will pass ; consequently many of our settlers who are entitled to homestead

entries defer making application in the hope that they may secure favoured locations when the routes of the railway lines are definitely fixed. Notwithstanding this, however, the number of entries shows an increase over last year.

The revenue of this office shows a gross increase of nearly 20 per cent over that of last year, though the work of the office has not increased materially. The following is a statement of the work done during the year :—

Letters received	351
Letters sent	214
Homestead entries granted	10
Entries cancelled	2
Hay permits issued	12
Timber permits issued	15
Applications for patent received	2

I am, sir, your obedient servant,

R. F. CHISHOLM,
Agent of Dominion Lands.

No. 5.

REPORT OF THE AGENT AT BRANDON.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
BRANDON, MANITOBA, August 8, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit the annual report for the year ending June 30, and in doing so I am pleased to be able to state that Manitoba never presented such an excellent appearance as at the present time. The spring opened early and enabled the farmers to sow a large acreage; then, we have had very warm weather, with showers almost daily during the month of June, so that everything goes to show that this year will produce the greatest quantity of wheat and the largest acreage yield in the history of the province.

Land appears to be rising in value, and if the crop comes off successfully, I feel sure there will be a great demand for the purchase of land this fall; and I think we have reason to anticipate a large immigration of new settlers in the spring.

My report will show a decrease in the number of entries as compared with last year, but this is owing, no doubt, to the land being pretty well taken up in this district, and to the fact that there seems to be a boom in the Arcola and Moose Mountain districts. My report will also show a decrease in the number of cancellations, indicating that the applicants intend to become owners of the land.

Creameries are flourishing in this district, as the farmers are patronizing them more every year on account of mixed farming becoming more general.

Although we have this summer felt the effects of last year's drought, yet there is an air of prosperity prevalent which should increase the notoriety of Manitoba.

I append herewith a statement of entries, &c. :—

Letters received	12,078
Letters sent	11,189
Homestead entries granted	405
Entries cancelled	152
Hay permits issued	902
Timber permits issued	372
Applications for patent received	304

I am, sir, your obedient servant,

L. J. CLEMENT,
Agent of Dominion Lands.

No. 6.

REPORT OF THE AGENT AT CALGARY.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
CALGARY, ALBERTA, August 14, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit my report of the work performed in this office during the year ended June 30, 1901 :—

Letters received	6,934
Letters sent	4,588
Homestead entries granted	803
Sales entries	118
Half-breed land scrips located	96
Entries cancelled	129
Hay permits issued	182
Timber permits issued	164
Applications for patent received	63
Mining fees received	49
Collections on account of grazing rentals	104

The number of homestead entries, 803, exceeds the number granted the previous year by 365.

The revenue from lands amounts to $53,778.55, exclusive of a considerable amount paid at head office on account of grazing leases, &c., and exceeds the revenue for the preceding twelve months by $39,064.16.

The crop of 1900 was very good in this district. Notwithstanding the snow storm in harvest time, during the latter part of August, little or no damage was done ; fine weather came, the snow disappeared, and everything dried out nicely. This year the crops are looking well in this district, the growth being excellent ; and, if the weather continues, a splendid harvest will be gathered.

The cattle business, one of the most important industries of this section of the country, is in a very flourishing condition, the prices being very good.

The lumber trade has also been very brisk.

Immigration into the whole of Alberta has been very large this year, and this district has received a very fair share. The number of people accommodated at the immigration hall during the year ended June 30 last amounted to 2,675 persons, being an increase over the number accommodated the previous year of 916; but this, as has been stated in previous reports, does not afford an adequate means of estimating the total number of settlers, as very many put up at hotels, or proceed to their destination without stopping over. From an estimate made by Mr. James Wass, the caretaker of the immigration hall at this point, 13,425 immigrants landed in Calgary during the year just ended.

The settlers, generally, seem to be doing well, and appear to be happy and contented.

The city of Calgary is going ahead steadily.

I am, sir, your obedient servant,

J. R. SUTHERLAND,
Agent of Dominion Lands.

No. 7.

REPORT OF THE AGENT AT DAUPHIN.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
DAUPHIN, MANITOBA, July 3, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—In reporting on the district for the year ending the 30th ultimo, I have the honour to inform you that there has been a falling off in the number of homestead entries from last year ; still, it is thought that there may have been almost as many new people arrive, as numbers have bought, others squatted on lands not as yet on the market, while some who came to friends have not as yet selected locations.

Considerable activity has prevailed in sale transactions, the railway and Hudson's Bay companies, as well as owners of patented homesteads, having disposed of large areas, these generally through the district, though the bulk of the operations has been confined to the older settled parts, where in many instances high prices have been obtained.

The large proportion of good land that is on the market, and open for entry, is now taken up, and to provide for any heavy influx of new settlers, further surveys are required, these at as early a date as possible.

A large tract on the east side of the district is said to contain some desirable land. Some few townships near Lake Dauphin are already surveyed, and contain some settlers, though owing to difficulties in reaching the locality, efforts have not been very successful in directing immigration there. Still, it is thought that if larger blocks were opened, this trouble would in a great measure be overcome, as a greater selection of land would enable more people to locate, and the increased numbers would enable the people to improve the trails.

The crops last year were not as good as in some former years, heavy rains during harvest having depreciated the sample of wheat to a considerable extent, and in consequence prices ranged low ; still, increased advantages in marketing helped the producers in a great measure. The Gilbert Plains branch of the Canadian Northern Railway being in operation in time to move the crop of that section, was of great assistance, as in former years long hauls were necessary to reach markets. Oats were a good crop, and brought good prices, the demand being greater than the supply, quantities being wanted for use on railway construction and lumbering work ; considerable quantities were imported. Barley is not grown to any great extent, but was a good crop. Roots and vegetables were as good, if not better than usual; specimens shown at the fairs were very fine. Some potatoes were shipped out to other markets and commanded good prices.

The markets for cattle and hogs still keep up, the demand being greater than the supply, and there does not appear to be that attention paid to these lines that the business warrants, the butchers finding it difficult to secure good beef, while pork is imported in large quantities.

Poultry is still in great demand, and more and closer attention would give a good return on investments in this line.

There are good prospects for a crop this season, though in certain of the low parts, heavy rains have to some extent damaged grain ; still, dry weather after this should bring all up to a fair average.

The selection of large blocks by the Swamp Lands Commissioners has curtailed in a considerable measure, the lands available for settlement, and the Galician and other foreign immigrants would have located on numbers of the quarters so selected had they been available.

Some damage was done by fires in the timbered portions, but not to such an extent as in some other years, and the damp state of the ground will preclude further destruction this fall, it is hoped.

The majority of new settlers have been Galicians, who have scattered over the district; wherever lands could be found, new settlements are springing up constantly.

The operations in timber under free permits have been exceptionally heavy, and in many instances it is feared that advantage is taken of the liberal allowance granted homesteaders and other settlers. There is no doubt that due care is not exercised in taking out timber, great waste prevailing, especially where logs for sawn lumber are wanted, as the whole of the tree is not taken. This is being closely looked into by the rangers and departmental officers, and is likely to be reduced in the future.

There is evidence of steady improvement all through the district, but very few cases of destitution having come up, and these among the recently arrived Galicians; farmers are improving their surroundings, new houses and barns are to be met with in all parts, some of quite pretentious appearance. Work is being done on the roads as fast as possible, new bridges are being built, and grades put up. The question of drainage is going to be of great importance in the lower parts of the country. Some regular system will have to be inaugurated, and this would result in large areas of land now of no value being opened for settlement.

School districts are being formed from time to time, as requirements call for them, and churches are being built in all the centres.

The following is a statement of some of the work done during the year in the office :—

Homestead entries	457
Inspections	7
Cancellations	87
Land sales (cash)	12
Land sales (scrip)	12
Timber permits issued	768
Hay permits issued	467
Timber seizures	4
Letters received	6,019
Letters sent out	3,769
Applications for patent taken	203
Cancellations put through	139
Number of staff	2

I am, sir, your obedient servant,

F. K. HERCHMER,
Agent of Dominion Lands.

No. 8.

REPORT OF THE AGENT AT EDMONTON.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
EDMONTON, ALBERTA, September 6, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit the annual report of this office for the year ending June 30 last.

It is pleasing to be able to report a large increase in the number of entries granted, as also in the revenue collected.

The fertile lands and attractive appearance of the country, combined with the contentment and evident prosperity to be observed throughout the district, have so impressed delegates and land hunters, that a result of their inspection has been their coming and settling. A steady stream of settlers has been flocking in all this season, acquiring land and adding to the development observable on every side.

The homestead entries granted during the year were 1,633, while the revenue collected from all sources amounted to $29,704.55. These figures, which are entirely independent of the work entailed on this office by the administration of the Indian Department lands situate in this agency, and for which no credit is received, will indicate the volume of business now being done here. A comparison with the previous year might not prove uninteresting, and is given below :—

1899-1900.		1900-1901.	
Entries.	Revenue.	Entries.	Revenue.
1,033	$24,017.59	1,633	$29,704.55

Settlement has extended on both sides of the Calgary and Edmonton Railway, but in a greater degree to the east than to the west of it. Latterly the trend has been more easterly, through the tract where it is supposed the Canadian Northern Railway will run, where settlers may secure first-class farming lands in close proximity to what will be a second transcontinental line, and in every way a most desirable locality. Settlers have now to go between thirty and forty miles to secure good free-grant lands, and the opening up by the Canadian Northern Railway of the country through which it will run, will be a boon to thousands of intending settlers, placing them, as it will, within easy distance of transportation facilities and running through an equally good tract of country to this.

The crop outlook is splendid, and harvesting throughout the district is general. During the months of June and July rains were heavy and continuous all over the district, retarding the ripening of grains long past the usual time of maturity. However, the weather since then has been almost continuously fine, without any frost, and farmers and old residents aver this will be the largest and most bountiful harvest ever reaped here. It is estimated there will be between four and five million bushels of oats for export in that part of the country to the north of Red Deer river. The yields for the different grains are estimated at 30 to 40 bushels to the acre for wheat, 60 to 80 for oats and 35 for barley. I regret being unable to furnish an estimate of the

yield of wheat and barley for the district, there being no figures compiled from which a calculation could be based to arrive at such information.

I find from careful inquiry that the profitable working of the gold dredging areas on the North Saskatchewan river has been almost demonstrated by the results so far achieved. I hope to obtain information within a couple of weeks to enable me to give you definite assurance with regard to the success of this important enterprise.

The condition of the district as a whole is very satisfactory. The settlers are prosperous and contented, and merchants and business men are well satisfied with their prospects for the future.

Appended is a statement of work performed :—

Letters received	8,002
Letters sent	6,487
Applications for patent received	278
Homestead entries cancelled	412
Hay permits issued	46
Timber permits issued	791
Homestead entries granted	1,633
Half-breed scrip locations	538—64,109·05 acres.

I am, sir, your obedient servant,

A. NORQUAY,
Acting Agent of Dominion Lands.

No. 9.

REPORT OF THE AGENT AT KAMLOOPS.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
KAMLOOPS, B.C., September 13, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—In accordance with instructions, I beg to submit the following report for the year ended June 30 last:—

Letters received	1,626
Letters written	1,302
Homestead entries granted	62
Applications for homestead patent	39
Entries cancelled	20
Hay permits	5

The spring crops are about an average, while the fall crops will, I believe, be considerably above it. Hay is a heavy crop, and has been well saved. This, in a cattle country, is a matter of great importance.

Each year is proving the value of this district as a fruit producing one. Mr. Fortune, of Tranquille, seven miles from here, and Mr. Cooney, of the same locality, have quantities of magnificent peaches (one I saw weighed went 13½ ounces) and all grown in the open. Salmon Arm is also coming much to the front in fruit.

In a previous report I referred to the work being done on the North Thompson Dredger. I am now able to report this dredger an accomplished fact, and I am informed that the results are of a very encouraging nature.

Although the decision of the department to grant grazing leases is of recent date, it has already brought forth a number of applicants, anxious to take advantage of it, and, in my opinion, the effect will be that the ranges will gradually improve, as in self defence the lessees will have to fence, and so prevent the bunch grass from being tramped out.

I am, sir, your obedient servant,

E. A. NASH,
Agent of Dominion Lands.

No. 10.

REPORT OF THE AGENT AT LETHBRIDGE.

DEPARTMENT OF THE INTERIOR.
DOMINION LANDS OFFICE,
LETHBRIDGE, ALBERTA, July 11, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit my annual report for the year ending June 30, 1901.

The steady increase in immigration to this district this season, and the general development consequent thereon, are the most noteworthy and promising features I have to report.

The homestead entries for the year were 524, as compared with 293 for the previous one, while the receipts, exclusive of over $10,000 paid in to head office to the credit of this agency, amounted to $55,074.75, as against $17,412.44 last year. Apart from the above, the Alberta Railway & Coal Company and the Calgary & Edmonton Railway Company have also disposed of large areas of their lands.

The work of the office has very largely increased, as the above figures will show. The following comparison of the letters received and sent, with those of the previous year, might also prove interesting as indicating the volume of work now being performed at this office :—

1899-1900.		1900-1901.	
Received.	Sent.	Received.	Sent.
2,925	2,106	7,727	5,423

A very considerable portion of the work was occasioned by the administration of the coal lands along the Crow's Nest branch of the Canadian Pacific Railway, near Blairmore, where a large amount of money has been expended in prospecting, purchase and development of these lands.

Inquiries among farmers elicit the information that crops of all kinds are doing remarkably well, and although the spring was backward, present indications point to a very favourable harvest. In the Cardston, Mountain View, Leavitt and Acme districts the area under cultivation this year is double what it was last, and it is confidently predicted, by parties in a position to know, that the acreage under cultivation next year, which will mean over 20,000 acres, will be double what it is at the present time. After a fair test, fall wheat has been proved a success, the time for seeding being the months of July and August.

The construction of a comprehensive irrigation system has been largely instrumental in attracting the attention of a class of people who, knowing the benefits accruing from an artificial supply of water, that may be utilized whenever circumstances demand it, are taking advantage of the reasonable terms upon which irrigated lands may be secured from the company controlling them. The beneficial conditions due to and existing in those states where irrigation is in vogue are also to be noticed here, while the difference in the price of land is so great in favour of this district that this circumstance will be a most potent factor in the inducement of immigration to this part.

Although the discovery of a first-class coking coal along the line of the Crow's Nest Railway is not new, still, nothing had been done towards its development till

this season, when the possibilities of profitable investment appear to have drawn the attention of capitalists to that part. The value of this product, particularly to that section where it can be utilized so largely in the reduction of ores, &c., can hardly be estimated, while the coal measures are of such great extent that their working insures to investors a permanent and profitable return. Mr. H. L. Frank and associates at Blairmore are expending a very large amount of money in the opening up of their properties there.

Southern Alberta, through its climatic advantages and the nutritive quality of its grasses, is becoming widely known as one of the finest ranching localities on this continent. There has been a great influx of ranchers from other parts of the Dominion and the United States this spring, prospecting the country with a view to securing locations. These parties have in nearly all cases applied for leases. The following figures show the value of stock imported from the United States during the last twelve months :—

Cattle	$72,252
Horses	90,891
Sheep	8,588

Besides these, there have been shipped from Manitoba and Ontario to Medicine Hat and Lethbridge, 16,263 cattle and 720 horses, while the exports from these points are as follows :—

Cattle	11,410
Horses	580

It is encouraging to note that the visit of Colonel Dent, in connection with the purchase of remounts for the Imperial army, has had a beneficial effect on the ranchers, who now better understand the kind of horses required.

The last winter proved a trying one on stock, owing to the scarcity of snow, but this season has been very favourable, and all kinds of stock are now in fine condition. A feature of the cattle business this year has been the large importation of 'dogies'—cattle from Manitoba and Ontario. These cattle are doing splendidly on our western ranges.

With regard to sheep, there are at present about 42,300 head on lands leased especially for sheep-grazing purposes. The revenue from the wool alone will amount to about $28,500. This is an industry that is as yet only in its infancy here. The conditions for sheep-raising are extremely favourable. There appears to be a consensus of opinion among sheep men that a sheep-grazing district should be established here, within which other stock should not be allowed to graze. They also claim it would be very advantageous to have some broken and timbered land set apart for them to be used during the months of July and August, where the sheep could obtain shelter from the sun during the heat of the day.

Appended is a statement of the work performed during the year :—

Letters received	7,727
Letters sent	5,423
Homestead entries granted	524
Homestead entries cancelled	120
General sales	147
Hay permits issued	45
Timber permits issued	130
Applications for patent received	83

I am, sir, your obedient servant,

A. J. FRASER,
Agent of Dominion Lands.

No. 11.

REPORT OF THE AGENT AT MINNEDOSA.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
MINNEDOSA, MANITOBA, July 27, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to inclose you a statement of the work performed in this office during the year ending the 30th ultimo, which shows that the number of homestead entries granted is largely in excess of the number granted in any recent year, and that there has been a large increase in the correspondence as also in the number of hay and timber permits issued.

You will probably observe that the number of entries cancelled is smaller than those cancelled in previous years, and I regard this as very satisfactory, indicating as it does that settlers value more highly their homestead rights and are giving more careful attention to the performance of their homestead duties.

At present the crops are in a most promising condition, seeding was completed in good time, there has been an abundant rainfall, and with good weather for the harvest and plenty of help to secure the grain the result will be the largest and most profitable crop ever gathered in this district.

Then, too, the grazing has been and is exceptionally good, cattle are in fine condition, cows are giving an unusual flow of milk, and this increases the business of the creameries, all of which are doing well.

The following is a statement of the work performed in the office during the year ending June 30, 1901 :

Letters received	5,113
Letters sent	3,314
Homestead entries granted	383
Homestead entries cancelled	20
Hay permits issued	326
Timber permits issued	518
Applications for patent received	173

I am, sir, your obedient servant,

JOHN FLESHER,
Agent of Dominion Lands.

No. 12.

REPORT OF THE AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
NEW WESTMINSTER, B.C., July 10, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I beg to submit my annual report covering the period from June 30, 1900, to June 30, 1901.

I mentioned in my previous report that the details asked for in the monthly statements of work comprise but a small part of the everyday duty of this agency, but that these monthly statements show a gradual expansion in the volume of correspondence. I have now to emphasize that remark, because a great deal of my time is taken up in furnishing information, making sketches, and other matters of the utmost importance to the development of this district.

Although the number of homesteads granted during the past year does not exceed the number for the previous year, I find that a very large number of people have come into the district to purchase from private parties lands which have been homesteaded and patented in past years. The majority of these arrivals seek partly improved lands, and they are wise in so doing, because the available vacant Dominion lands lie in somewhat inaccessible localities and not quite satisfactorily reached in the surveys. Hence you will observe that the names in the homestead entry returns are those of settlers who have been on their lands for a number of years waiting for the necessary lines to be run.

Many of the general sales at $5 per acre made in the years 1889, 1890, 1891 and 1892, are not yet completed, and my remarks on this point in my last year's report apply for this year also.

So far as I can observe in travelling through the district there is a gradual improvement in the cultivation of the farms, the building of houses and the making of public roads, and the settlers appear to be growing in the spirit of content amidst the clearing of some very difficult places.

The summary of my 12 months' statement of work shows:—

Letters received	1,765
Letters sent	1,666
Homestead entries granted	24
Homestead entries cancelled	6
Applications for patent approved	27
Timber permits issued	83

I am, sir, your obedient servant,

JOHN McKENZIE,
Agent of Dominion Lands.

No. 13.

REPORT OF THE AGENT AT PRINCE ALBERT.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
PRINCE ALBERT, SASKATCHEWAN, July 22, 1901

The Commissioner of Dominion Lands,
Ottawa.

SIR,—In submitting my report of the work done at this office during the year ending June 30 last, I beg to say that the period covered by this report has been the most prosperous one in the history of this office. The excellent harvest of 1900 and the still more promising one of the current year are having their natural effect in increased immigration and in general prosperity and contentment.

The number of entries recorded was in excess of that of any previous year. These, in addition to the half-breed scrip locations, account to the not inconsiderable number of 805. A fair idea of what this number means may be entertained when it is considered that it is equal to all the available lands for homesteading in twelve townships.

The receipts of the office on account of Dominion lands, notwithstanding the abolition of cancellation fees, have more than doubled those of the previous year.

The work performed is as follows :—

Letters received	2,274
Letters sent	1,523
Homestead entries granted	511
Half-breed scrips located	294
Homestead entries cancelled	54
Hay permits issued	65
Timber permits issued	343
Applications for homestead patent	99

I am, sir, your obedient servant,

JNO. McTAGGART,
Agent of Dominion Lands.

No. 14.

REPORT OF THE AGENT AT RED DEER.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
RED DEER, ALBERTA, August 6, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I beg to submit herewith a report of work performed in this office during the fiscal year ended June 30, 1901.

As predicted in my last report, the homestead entries for the last twelve months are largely in excess of the number granted during the previous year ; this, I think, is partly the result of the good work done by the immigration agents in the United States and elsewhere, but were the country not all that they represent it to be, their work would be unavailing, as the reports of those whom they have induced to settle in the country have more effect in promoting or retarding settlement than any argument that could be used by an agent. In the east and south it is generally believed that the winters in northern Alberta are long, and extremely cold ; this, I believe, has been the chief factor in retarding immigration, but those who have spent a winter here make the work of the immigration agent comparatively easy, as they relate their experience, and write to their friends and relatives, telling them of our fine climate, and mild winters. Owing to the large number of homesteads entered for during the past two years it is difficult to find a quarter section of land available for entry within less than twenty miles from a town, or railway, but any one willing to go that distance can still obtain 160 acres of as good land as could be desired.

The paramount need of this district is good roads ; by reason of the comparative newness of the country very little has been done in the way of ditching or grading, and owing to the heavy rains of the past two seasons, the trails have been almost impassable, which fact has retarded settlement to a greater or less extent. The settlers, however, are fully alive to the urgent necessity of good roads, and a good start has been made in that direction this summer.

The town of Red Deer has shared in the general prosperity of the district, and has more than doubled in size within the past twelve months. A fine creamery, with all modern improvements, has been added to the business interests of the town, and is now in full operation.

The lands in Sharphead Indian reserve have nearly all been disposed of, about three sections only being left for sale at the present time. The action of the department in refusing to sell to speculators any land available for homesteading meets with universal approval, except, perhaps, in the case of the speculators, many of whom have visited the district during the past year, and have materially assisted in enhancing the value of the lands.

About 30 per cent more land has been sown to crop this year than last, and if the favourable weather which we now have continues for three weeks or a month longer, the largest crop ever gathered in this district will be one of the results.

Last winter being open and mild cattle came through in good shape, and the calf crop this spring was above the average. The settlers in this district are, on the whole, prosperous, contented and happy, and their prospects for the future are exceedingly bright.

SUMMARY OF WORK.

Letters received		5,172	
Letters written		3,602	
Applications for patent		88	
Entries cancelled		254	
Free grants		6,240	acres.
Homestead entries	846	$8,870 00	
Inspections	2	20 00	
Cancellations	146	730 00	
Improvements	44	559 18	
Sales	46	7,179 93	
Sundries	—	50 00	
Timber permits	531	289 61	
Timber seizures	1	15 00	
Hay permits	45	88 70	
Grazing rents	4	33 70	
Coal land fees	1	5 00	
Seed grain collections	—	169 64	
Sales of lands in Indian Reserve No. 141	—	8,117 36	
		$25,628 12	

I am, sir, your obedient servant,

W. H. COTTINGHAM,
Agent of Dominion Lands.

No. 15.

REPORT OF THE AGENT AT REGINA.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
REGINA, ASSINIBOIA, July 27, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit herewith my report for the year ended June 30, 1901.

The statement of work performed is as follows :—

Letters received	13,305
Letters written	9,106
Homestead entries granted	902
Homestead entries cancelled	350
Hay permits issued	1,046
Timber permits issued	271
Applications for patent received	416

The revenue of this office for the year just closed was $51,185.58, as compared with $29,096.65 in 1900 and $20,779.99 in 1899, or more than that of the two previous years combined.

The demand for land is steadily increasing, not only by the new settlers, but also by those who are in a position to second homestead or purchase.

The policy of the department in limiting the acreage sold to one individual, and selling only to bona fide settlers, is a move in the right direction, and in the interests of the communities affected.

The crops in this district at the present time are in a very promising condition, and should the weather continue favourable, the returns will exceed that of any former year, averaging in the neighbourhood of forty bushels per acre.

The benefits to be derived from tree planting and tree culture were ably set forth in this agency by Mr. Stewart, Superintendent of Forestry, on his visits in the west, and the encouragement and stimulus given to this industry will prove of inestimable value to the country generally.

We are now occupying our new land office, and the excellent furniture and fittings supplied greatly facilitate the work of the staff.

I am, sir, your obedient servant,

D. S. McCANNEL,
Agent of Dominion Lands.

No. 16.

REPORT OF THE AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR.
DOMINION LANDS OFFICE.
WINNIPEG, MANITOBA, September 12, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I beg to submit my report of the Winnipeg Dominion Lands agency for the year ended June 30 last.

The statement of work which is incorporated in the annual report of the Inspector of Agencies exhibits the transactions of the office so far as they are capable of tabulation. An increase over the record of the preceding year will be observed under nearly all of the headings, while the revenue shows also a satisfactory augmentation.

The number of homestead entries granted (688) affords but a meagre indication of the progress of settlement during the period under review. To arrive at even a fair approximation of the number of new settlers who have entered into personal occupation of farming lands within the district is difficult, if not impossible. It might be feasible to ascertain how many quarter sections have been disposed of by the larger landed corporations but there are a great many individuals who have effected sales of agricultural lands, and it is unlikely that either corporate or individual vendors are in a position to show how much of the land sold has fallen into the possession of new settlers, and how much has been purchased for the purpose of enlarging the farms of persons who have been in the district for some years.

The activity in the exchange of agricultural lands is, however, general over the whole district, and offers undoubtedly the best and most reliable and significant evidence of the prosperous condition of the agricultural industry. That this condition prevails throughout the province is fully attested by the reports of the harvest recently to hand, and that this the most important of all industries is now established upon a sound and permanent basis is a matter of common acknowledgment and general satisfaction. Failures and partial failures in cereal production are incident to the prosecution of agriculture in every country; in this respect, Manitoba compares favorably with the best known regions. Farmers throughout the province do not depend solely (and perhaps not mainly) on the production of cereals. Cattle, hogs and poultry are everywhere among the most conspicuous and most profitable revenue-producers of the farm, and railway facilities are within convenient reach in nearly every part of the district. So soon as the extension of the Selkirk branch of the Canadian Pacific Railway shall have been completed to Icelandic river, transportation will be within reach of all.

As an indication of the present condition of my district I may be permitted to submit the following information extracted from a bulletin issued by the Provincial Municipal Commissioner:—

'Statistical information compiled to December 31, 1900, relating to rural and urban municipalities within the Winnipeg district.

Rural population	61,617
Resident farmers	13,874
No. of acres in organized municipalities	5,188,616
No. of acres under cultivation	884,176
No. of acres wooded	226,988
No. of horses	44,003
No. of cattle	102,474
No. of sheep	17,172
No. of pigs	30,833
Assessment, realty and personalty	$20,372,555
Urban population	57,553
Assessment, realty and personalty of urban municipalities	$29,660,413.'

You will notice that the rural and urban populations of the district do not exhibit the usual proportionate relation, due to the fact that Winnipeg has become a trading and jobbing centre for the whole of the prairie region of the west. Handling and storage facilities provided by Winnipeg and the towns and villages of the district are generous in number and capacity. Cereals, beef and all meat products now fall into recognized channels and are marketed with the least possible inconvenience, and with the utmost profit to the producer. As the output of creameries, cheese factories and meat packers increases, export business must reach that point at which the sufficiency of supply insures the highest market price, not always to be obtained in cases where the product is limited in quantity and incapable of supplying the full demand.

LABOUR.

It is probable that the question of labour supply throughout the western country will receive due consideration by the officers of the department, who have no doubt directed their attention to this subject in its widest application. I desire to merely remark that if provision can be made for an addition of several thousands of heads of families of Austrians, from Galicia, to the settlements of these people which have been established upon so thriving and progressive a footing east of Emerson and in the vicinity of Pleasant Home, the labour supply would be increased and the money earned would be applied to the improvements of our own lands. These people are frugal, hardy and extremely industrious, and the progress already made by those of them who have settled in localities in which the natural difficulties of the situation are somewhat excessive, is ample evidence of their value as wealth producers. After seeding in the spring the male head of the family is ready to go out to work at wages for several months, and these families already supply female domestics for service in the urban municipalities. The demand for these domestic servants always exceeds the supply, so that there is not the slightest danger to the cause of labour in general in largely augmenting the number of Austrian settlers from Galicia who have already made their homes here.

DRAINAGE.

Much has been done by the provincial government as well as by the various municipalities in the prosecution of drainage works, and more remains to be done. It is reckoned that the government has expended directly and in association with municipalities, not less than one million dollars, and that the exclusively municipal expenditure on kindred works probably exceeds that sum.

SWAMP LANDS.

The swamp lands already handed over to remunerate the province, to some extent at least, for the expenditure incurred in drainage works is believed to have aggregated on June 30 last, about one and a quarter million of acres. These lands are held for sale by the province at a minimum price of $2 per acre, 10 per cent being payable at the inception of the purchase, and the balance in eight equal successive annual instalments bearing interest at 6 per cent.

HAY LANDS.

As it is quite impracticable for the department to create and maintain reservations of lands which might be relied upon to supply the hay to even a small proportion of the settlers, I am of opinion that the interests of settlement generally will be advanced by allowing lands which yield more or less hay to fall under the operation of the homestead provisions of the 'Dominion Lands Act.' These lands are not, in the true meaning of the words, valuable for this hay. Their value in that capacity depends upon varying meteorological conditions. There may be an abundant yield of hay in one year and little or none in the next year. The extension of drainage works is rapidly bringing all lands in the district under more or less efficient control, and the time is rapidly approaching when the native hay product must give way to cultivated grasses and fodder crops.

WATER POWERS.

A large number of applications for the purchase of land fronting on the Winnipeg river valuable in connection with water powers, have recently been made to this office. The development of these and the eventual application of the same to manufacturing industries, and to public services in Winnipeg and at other points in the province may be looked for at no very distant date. There can be no question as to the value of the results to accrue from such development and application of these powers, whose capacity is practically illimitable.

LAKE MANITOBA DRAINAGE.

The overflow channel under construction at Fairford about completed, is said to answer admirably the purpose of its designers. There is, however, a general misconception of that purpose. It is not the intention to greatly reduce the level of the water, but merely to provide this additional facility to keep the water of the lake at what may be called its normal stage. The lands contiguous to the lake or covered by water under normal conditions will not be affected as a result of the construction of the Fairford works. Contiguous lands will benefit only by the avoidance of submersion when conditions are favourable to an abnormal rise in the lake level.

ST. ANDREW'S RAPIDS WORKS.

The benefit to accrue to Winnipeg and to the province at large as far south as Emerson, from the completion of the works now in progress at the St. Andrew's rapids on the Red river is difficult of estimation. It is reckoned that easy communication being thus established between Lake Winnipeg and this city, the price now paid for cord wood may be reduced by from 50 cents to $1 per cord. As the annual consumption is at present 125,000 cords, and increasing, its results, in the effect upon this one item alone, will assuredly justify the expenditure which is being incurred on a work of such

great public utility. The improvements to navigation will also bring the stone quarries and fisheries of the lake within easy reach of the railways which radiate from the city of Winnipeg, and give a minimum cost for transport. Cheap communication and transport being established between this city and the country contiguous to the lake, will not only affect the development of the cord-wood and, to some extent, the lumber industries, but must enlarge and cheapen quarry products and render a thorough test of the minerals which may be found accessible from Lake Winnipeg much more easy than at present, and if the prospects warrant, their cheap development.

THE PEMBINA VALLEY CEMENT AND LAKE MANITOBA GYPSUM DEPOSITS.

In my last year's report, allusion was made to the project of developing these valuable native deposits. I have now to inform you that on the lands occupied by the Manitoba Union Mining Company (Ltd.) (the N.E. 16-5-7 west 1st meridian), works have been erected at a cost of $30,000, and the company has shipped and marketed 55 car-loads of cement. The price per barrel, f.o.b., on cars at Arnold, on the Morris-Brandon branch of the Canadian Northern Railway is 82, a highly remunerative price to the company so soon as the output becomes large. At this price the consumers can save probably one-third of the cost of the imported cement. This, considering the diminishing supply and increasing cost of native lumber, is a highly important matter to the farmers of Manitoba, who are thus assured, at moderate cost, of an abundant supply of the best material for the construction of farm buildings.

GYPSUM.

The Manitoba Union Mining Company (Ltd.) is also developing its gypsum deposit on a claim of 2,000 acres situate in proximity to the north-east arm of Lake Manitoba, township 31, range 10 west 1st meridian, unsurveyed territory. A mill has been erected there at a cost of $15,000, and a steamboat, costing $8,000, transports the mill products to Westbourne and Delta, the terminus of the Canadian Northern Railway branch line at the southern end of Lake Manitoba. The plaster produced at the mill is said to be fully equal to the imported article. Already about 800 tons have been produced, and 650 tons sold in the Winnipeg market, the price in Winnipeg being $13 as compared with $18 for imported plaster of Paris.

I am, sir, your obedient servant,

E. F. STEPHENSON,
Agent of Dominion Lands.

No. 17.

REPORT OF THE AGENT AT YORKTON.

DEPARTMENT OF THE INTERIOR.
DOMINION LANDS OFFICE,
YORKTON, ASSINIBOIA, July 19, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit my report for the year ending June 30, 1901.

The settlement of this district is proceeding with very much the same satisfactory results as last year. Although the number of entries made does not appear so large, it is more indicative of the real settlement, as many of the entrants last year had been in the country and located on lands for two years past, not having made entries on account of want of funds, being mostly Galicians. These people have now come to the front and made entries: any that remain will, I think, complete entry this fall, when they return from work. Their progress on their farms has been very satisfactory, and they are now becoming favourite helpers in farm work. They are well satisfied with the country and seem happy and contented.

The prospect for grain crops all over this district is very bright, and if all goes well, the largest crop ever cut will be the result. The hay crop is very good, while the heavy fall of rain has filled up the sloughs, and the upland will this year yield a far superior quality of hay.

All the foreign settlements surrounding Yorkton are doing extremely well, and have good schools and churches as well as post offices, and form a contented and happy people. The flour mill built last year has been found a great convenience to the district, and the creamery is doing so well that it will double the output of last year. Owing to the light crops, both of hay and grain, last year, the shipment of cattle was not as large as at first estimated, only 5,400 being reported as shipped from this point.

The work of the office has increased over 50 per cent in all but the actual entries, as the following list will show:—

Letters received	4,104
Letters sent	4,028
Homestead entries granted	443
Homestead entries cancelled	318
Hay permits issued	510
Timber permits issued	131
Applications for patents received	146

The money received has also increased in the same ratio.

Immigration from the northern United States has been large this year, and there seems to be a promise of still larger immigration next year, as those who return for their families will give a good report of the country.

I am, sir, your obedient servant,

W. C. DE BALINHARD,
Agent of Dominion Lands.

No. 18.

REPORT OF CHIEF INSPECTOR OF SURVEYS.

DEPARTMENT OF THE INTERIOR,
CALGARY, ALBERTA, June 30, 1901.

J. G. TURRIFF, Esq.,
Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to report, through you, for the information of the Minister, on the work performed by me, and other matters, during the past departmental year.

Excepting during a portion of last autumn, when I came west with a view to accompanying Mr. George G. Anderson, C.E., over what was known as the Bow River irrigation scheme, until March 23 last, my time was occupied wholly at Ottawa in connection with the railway land grants. The reports on that were from time to time submitted to the department. Owing to contingencies which could not be foreseen at the time the arrangement was entered into, Mr. Anderson was unable to make the inspection last fall, but he commenced on same on April 1 of this year ; concluded the field work on June 8 ; prepared his report in Calgary, and left for home on the 18th ultimo. I accompanied him throughout the entire inspection, and expect within a few days to make a special report concerning such inspection. Since then and up to this date I have been looking into an irrigation proposition south of the Bow. The plans necessary for a report of the same will at once be prepared and forwarded with such report.

I have, therefore, very little to embody in my annual report, beyond stating that the winter was a very favourable one, and it was fortunate for the stock interests that it was so, as, owing to the very wet autumn of last year, the grass did not ripen ; the result was the pasturage was wretched. This condition, however, was not universal, but it covered territory which carries probably 80 per cent of the range stock of the Territories. In Western Assiniboia, however, the grass in nearly every locality matured fairly well. The result was that stock there came through in good condition, whereas along the Foot hills, and to some considerable distance east of them in the district of Alberta, the stock came through very poor, which, coupled with a cold, backward spring, caused a very considerable loss—in some cases, a high one. Much of this loss, however, could have been avoided by herding the cattle, as nearly the whole of it was caused by cattle in a weak state miring in soft places, some of which were alkaline bogs or swamps : the grass showing more growth there than on the ridges, the cattle naturally took to them. The prairie fires played a considerable part also in the loss of stock, in this way, that the grass came up earlier on the burnt places, or rather, owing to the burnt condition the cattle could nibble at it when it was so immature that little or no nourishment existed in it. The result was that cattle would take to it and get weaker day by day, whereas if they could have been kept on the old grass the results would have been much more beneficial.

SHEEP.

It is difficult to understand why the price of mutton remains so high in this country. Mutton has been selling, choice cuts, as high as twenty cents per pound, and as

high as eight cents by the carcass, not high grade at that. It would appear that there were favourable prospects for a very considerable development in sheep in this district.

There are a number of other matters on which it might be desirable to comment, and on which it has been usual for me in my annual reports to do; but the season is not sufficiently advanced to discuss the same with any approach to accuracy, and in others, no doubt other officials will report sufficiently thereon, and with more information generally than is available to me at present.

Respectfully submitted,

WM. PEARCE.
Inspector.

No. 19.

REPORT ON TIMBER, MINERAL, GRAZING AND IRRIGATION.

DEPARTMENT OF THE INTERIOR,
OTTAWA, September 4, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior.

SIR,—I have the honour to submit the twenty-first annual report of the Timber and Mines Branch of the Department of the Interior.

The annexed statements, lettered 'A' and 'B,' show that the revenue derived from timber, grazing, hay and mineral lands from July 1, 1900, to July 1, 1901, exclusive of sales of mineral lands, amounted to $1,341,293.08. The above amount includes the dues received for timber and hay cut on school lands, and rent of those lands for grazing purposes.

Reports received from the Crown Timber Agents at Winnipeg, Calgary and Edmonton, Prince Albert, and New Westminster, showing the revenue collected by them and other information are appended hereto.

For the sake of reference and comparison, statement lettered 'C,' showing by fiscal years the revenue derived from timber, mineral, grazing and hay lands from the year 1872 up to July 1, 1901, not including sales of mineral lands, has been prepared, and will be found at the end of this report.

The statement referred to in the previous paragraph does not include the revenue from school lands, but statement lettered 'B' appended hereto, shows the revenue from this source for the fiscal year 1900-1, and the statement lettered 'D' shows the total revenue up to June 30, 1901.

The total revenue of the Winnipeg Agency for the fiscal year 1900-1 was $59,155.02.

The price of lumber within the Winnipeg agency was from $12 to $17.50 per thousand feet B.M. There are 33 mills in operation within the agency, cutting timber under government license.

The revenue received from the British Columbia agency during the fiscal year 1900-1 was $23,134.70.

Lumber sold at the average price of $10 per thousand feet B.M.

There are twenty-four mills within the agency operating under license from the Dominion government.

The total amount of dues collected within the Calgary agency during the fiscal year 1900-1 amounted to $8,570.03.

The price of lumber at Calgary was $8 to $17, and at Macleod, $7 to $16.

Seven saw-mills were operating within the agency last year under government license.

The total amount of dues collected within the Edmonton agency during the fiscal year amounted to $10,262.01.

The price of lumber during the year was $10 to $12 per thousand feet B.M.

There are five saw-mills in operation within this agency.

The total amount of dues collected within the Prince Albert agency during the year amounted to $35,759.62.

Lumber sold at Prince Albert at $15 per thousand feet B.M. There are three saw-mills in this agency cutting timber under license.

Saw-mills returns received at this department give the following quantities of building material as having been manufactured and sold during the year within the six agencies:—

	Manufactured.	Sold.
Sawn lumber	78,773,422 ft. B.M.	67,745,989 ft. B.M.
Shingles	1,355,550	1,382,550
Shingle bolts	5,233¾ cords	3,715½ cords
Laths	631,600	929,400

Three hundred and seventy-one licenses to cut timber over a total area of 4,479·20 square miles were prepared. The areas licensed in the province of Manitoba, the four provisional territorial districts, on Dominion lands in the province of British Columbia, and in the Yukon Territory, are as follows:—

	Square Miles.
Manitoba	1,186·18
Alberta	1,147·19
Assiniboia	16·24
Saskatchewan	898·54
Keewatin	30·00
British Columbia	975·94
Yukon Territory	225·11

The number of applications received during the year to cut timber was 253; the number of berths granted was 118.

Within the past year forty-three berths were cancelled or relinquished by the owners thereof.

The number of berths under license or authorized to be licensed, in the province of Manitoba and the Territories is 209, and on Dominion lands in the province of British Columbia, 177. In the Yukon Territory, 97 berths have been granted, covering a total area of 225·11 square miles.

The number of berths covered by permits on August 2, 1901, was 129.

The following statements show the timber limits either licensed or authorized to be licensed within the several Crown timber agencies:—

WINNIPEG AGENCY.

Limit.	License.	Name.	Locality.	Area. Sq. Miles.
1	Lease 10	D. E. Sprague	Rosseau and Pine rivers	5 20
2	10	" "	" "	4 30
14	90	Merchants Bank of Canada	Shell River	50
15a	91	" "	" "	11 25
15	91	" "	"	38 75
16	21	D. Ross	Near Whitemouth River	120
23	92	J. Hanbury	Shell River	50
25a	233	"	"	25
25	233	"	"	25
26a	122	H. B. Mitchell	"	5 17
26b	122	"	"	3
26	122	"	"	4
27a	140	J. Hanbury	"	11 50
27b	140	J. F. Worley	"	3 75
48	112	J. Hanbury	Little Boggy creek	8 10
92	53	V. B. Wadsworth	Little Swan river	50
544	113	Wm. Robinson	Bad Throat river	5 60
546	331	Imperial Bank of Canada	"	49 14
551 D	173	J. & T. Shaw	Tp. 23, R. 19, W. 1st M	18
554	124	D. E. Sprague	Two islands in Whitemouth lake	2
567, No. 1	196	P. McArthur	Fairford river	2 69
567 " 3	196	"	"	8
567 " 4	196	"	"	13 30
567 " 5	196	"	"	16 20
567 " 6	196	"	"	17 82
568	393	D. E Sprague	Tp. 18, R. 7, E. P. M	16 38
571	330	Jas. Shaw	Tps. 25-26, R. 25, W. P. M	34
575	220	J. Watson	Tps. 22-23, R. 20, W. P. M	18
578	265	D. H. Harrison	Tp. 23, R. 18, W. P. M	14
581	178	Middleton & Aske	Black Bear island	16
592	174	Thomas & Co	Tp. 18, R. 3, E. P. M	4 50
603	201	"	"	2
615	217	F. A. Fairchild	Tps. 18-19, R. 19, Tp. 19, R. 20, W. P. M	6 81
618	283	Middleton & Aske	Tps. 21-22, R. 21, W. P. M	6
621	270	Wm. Robinson	Bad Throat river	16 51
624, No. 1	237	D. E. Sprague	Between Lake of the Woods and Whitemouth river	5
624 " 2	237	"	" "	22 75
624 " 3	237	"	"	1 60
624 " 4	237	"	"	3
624 " 5	237	"	"	3
662	284	Middleton & Aske	Tp. 21, R. 21, W. P. M	2
670	285	J. A. Christie	"	1
676	263	Frank L. Engman	Tp. 19, R. 18, W. P. M	2 50
702	291	J. D. McArthur	Lake Winnipeg	50 00
716	287	Wm. Robinson	Black River	11 50
733	338	P. McArthur	Shoal river	7 30
734	338	"	Swan lake	10
735	338	"	"	9
736	338	"	"	10
737	338	"	"	8 80
742	248	J. Hanbury	Tp. 30, R. 30, W. P. M	6 24
745	252	Wm. Robinson	Bad Throat river	8
751	290	J. Hanbury	Tp. 30, R. 30, W. P. M	6
752	256	Wm. Peden	Tp. 20, R. 22, W. P. M	6
754	249	S. T. Thomas	Tp. 18, R. 3, E. P. M	1
759	286	J. D. McArthur	Lake Winnipeg	2
761	438	Lac du Bonnet Mining, Development & Manufacturing Co	Tp. 14, R. 11, E. P. M	5
786	326	Middleton & Aske	Tps. 21-22, R. 21, W. 1st M	5 75
795	292	J. Hanbury	"	3
814	281	T. A. Burrows	Tps. 31-32-33, R. 22, W. P. M	15
815	294	Jas. Drake	On east side Lake Winnipeg	4
823	337	McKenzie, Mann & Co	"	50
824	336	P. McArthur	"	15

WINNIPEG AGENCY—*Concluded*

Limit.	Licence.	Name.	Location.	Area.
				Sq. Miles.
825	277	G. B. Housser	Tp. 22, R. 18, W. P. M.	36
826	274	Wm. Peden	Tp. 20, R. 21, W. P. M.	1
848	302	P. McArthur	Red Deer point	15
856	344	J. Drake	Bad Throat River	12 25
857	348	Lac du Bonnet Mining, Developing & Manufacturing Co.	Tp. 15, R. 11, E. P. M.	10 31
865	350	A. L. Wells	E side Washow Bay, Lake Wpg.	2 00
866	362	T. Fulton	Tp. 38, R. 5, W. 2nd M.	18 00
867	407	Wm. Robinson	Northeast Hole River	8
869	355	"	On E. Shore Lake Wpg.	21
888	367	M. & J. Ritchie	In Tp. 22, R. 17, W. P. M.	4
900	405	J. H. McClure	Tp. 19, R. 2, E. P. M.	12
918	416	J. D. McArthur	West side of Lake Winnipeg	14
924	420	J. H. McClure	Tp. 19, R. 2, E. P. M.	8
927	419	"	Tp. 18, R. 1 & Tp. 19, R. 2, E. P. M.	6
931	432	Messrs. Robinson & Co.	Tps. 16 and 17, R. 4, E. P. M.	5 50
944	430	P. McArthur	Tps. 28 and 29, R. 17, W. P. M.	1 50
948	434	The Dominion Fish Co.	Nelson river, Lake Winnipeg.	30 00
950	444	K. Finnsson	Tps. 23, Rges. 3 & 4, E. P. M.	0 75
958	464	A. W. Fraser	Tps. 40 & 41, Rges. 5 & 6, W. 2nd M.	40 00
965a	439	The Lac du Bonnet Mining, Development & Manufacturing Co.	Tp. 13, R. 12, E. P. M.	30 00
967	140	The Lac du Bonnet Mining, Development & Manufacturing Co.	Tp. 14, R. 10, E. P. M.	35 00
974	462	Thomas Mackie	Greenwood River	24 00
976	467	J. T. Thomas	Tp. 18, Rges. 3 and 4, E. P. M.	1 57
980	476	Thomas Marcuse	Near Crooked Creek	20 00
985	478	Wm. Robinson	West end of Lake Winnipeg	50 00
			Total area	1,393 32

EDMONTON AGENCY.

9 Block 5	Lease 15	Geo. Burn	Red river	8 75
9 6	15	"	"	17 50
392	83	"	N. Saskatchewan River	3 75
486	87	"	"	50 00
788	296	D. R. Fraser	Tp. 52, rge. 4, W. 5th M.	4 00
799	353	Walter & Humberstone	In vicinity of tp. 52 rg. 4, 5th M.	2 80
849	392	D. W. McKenzie	Half Moon lake	5 00
863	354	G. A. Lees	On Lesser's ck.	18 00
864	343	Walter & Humberstone	In Tp. 50, rge. 3, W. 5th M.	1 72
881	369	"	In tps. 51, rges 25, 26, W. 4th M.	2 00
887	372	Beaubier, Gouin & Co.	In tp. 51, rge. 26, W. 4th M.	6 00
906	415	L. Peterson	Tps. 46 & 47, rge. 28, W. 4th M.	4 00
911	413	G. A. Lees	Tp. 41, R. 2, W. 4th M.	2 00
928	445	S. J. Eccles	Tps. 51 & 52, rge. 26, W. 4th M.	2 00
949	441	C. H. Swanson & L. Peterson	Tps. 46, 46 & 47, R. 4, W. 5th M.	6 00
955	447	W. S. Dwinnell	W. R. river	1 00
956	454	J. F. Featherstonhaugh	Near Beaver lake	3 00
959	165	H. Eastwood	Tp. 41, R. 24, W. 4th M.	1 50
962	451	W. S. Dwinnell	Beaver Lake	2 00
963	452	"	"	1 25
968	459	"	W. R. river	8 00
970	457	"	Beaver lake	1 00
971	456	"	Saskatchewan river	1 00
972	445	"	Near Beaver lake	1 00
			Total area	2 04

CALGARY AGENCY.

Limit.	License.	Name.	Locality.	Area.
				Sq. m.
34	30	Jas. Walker	Bow river	4·00
36 No. 1	99	Peter McLaren	S. Fork of Old Man river	3·00
36 " 2	99	"	" "	5·25
36 " 3	99	"	" "	5·48
36 " 4	99	"	" "	3·75
36 " 5	99	"	" "	10·00
36 " 6	99	"	" "	2·80
36 " 7	99	"	" "	7·40
36 " 8	99	"	" "	1·20
36 " 9	99	"	" "	1·44
36 " 10	99	"	" "	5·67
36 " 11	99	"	" "	3·90
36a " 1	117	"	Middle Fork of Old Man river	28·13
36a " 2	117	"	" "	8·25
36a " 3	117	"	" "	8·75
36a " 4	117	"	" "	2·73
36a " 5	117	"	" "	2·25
80	45	North-west Coal and Navigation Co.	Near South Fork Old Man river	50·00
105	39	Alberta Lumber Co.	Red Deer river	47·00
106	36	"	"	47·75
179	86	Peter McLaren	Middle Fork of Old Man river	50·00
185	37	Alberta Lumber Co.	Red Deer river	48·75
186	38	"	"	47·70
199	46	"	S. S. Clearwater lake	51·24
200	46	"	" "	50·21
203	46	"	" "	50·40
204	46	"	" "	49·91
242	46	"	" "	50·04
252	115	Peter McLaren	Red Deer river	17·70
253	114	"	"	11·76
292	183	Chas. Beck	North Fork High river	47·08
318E	88	Eau Claire and Bow River Lumber Co.	Bow river	16·50
318F	88	"	"	16·00
318H	88	"	"	6·66
318I	88	"	"	4·00
318J	88	"	"	5·63
417K	88	"	"	7·50
425	50	Alberta Lumber Co.	S. S. Clearwater lake	35·25
455	176	Peter McLaren	Red Deer river	48·93
468	111	Jas. Quinn	Little Red river	50·00
552	319	La Corporation Episcopale Catholique Romaine de St-Albert and Mgr. Goupart	Cascade river	5·00
559	128	D. Morrison	Near S. E. of Sheep river	3·41
569	170	J. Lineham	S. Fork, Sheep river	21·33
573	Not issued	Dept. of Indian Affairs	Tp. 9, R. 3, W. 4th M	11·35
579	213	Wm. E. Lineham	North Fork, High river	33·33
582	Not issued	Dept. of Indian Affairs	Belly river	6·50
583	145	R. G. Belvedere	Tp. 1, Rgs. 27, 28, W. 4th M.	4·00
594	190	John Lineham	S. Fork, Sheep river	6·13
696	206	A. W. Gillingham	N. Fork, Old Man river	3·00
784	250	Wm. Smilbert	Tp. 8, Rge. 3, W. 4th M.	1·00
884	363	Indian Dept.	Tps. 9 & 10, Rgs. 29 & 30, W. 4th M.	2·00
885	373	Lynn & Stewart	Tp. 35, Rge. 4, W. 5th M.	1·00
886	364	Indian Dept.	Tp. 10, Rge. 30, W. 4th M.	2·00
984	479	R. L. Findlay	Tp. 14, Rge. 1, W. 5th M.	0·50
			Total area	1,014·00

PRINCE ALBERT AGENCY

Limit.	License	Name	Locality	Area
				Sq. m.
9 Block 1	Lease 15	Geo. Burn..	Red river	6·00
9 " 2	15			6·04
9 " 3	15			1·87
66 or A	33		Near Junction Rabbit creek	47·83
245	49		Little Red river	50·00
329	80		Fox and Upper Rabbit creek	50·00
474	79		Sandy lake	50·00
503	Not issued	Pas Band of Indians	West end Salt channel	0·39
508	192	Jas. Sanderson.	Tp. 52, R. 1, W. 3rd M.	6·00
646	225	Geo. Burn	Stony lake.	5·00
646A	225			3·59
633	230	Jas. Sanderson	Tps. 51 52, R. 1, W. 3rd M.	4·12
691	272	Geo. Burn	District of Saskatchewan	10·19
698	271	"	Tp. 23, R. 4, W. 3rd M.	5·00
708	346	W. Cowan	Stony creek	2·50
710	332	"	Near Sandy lake	49·00
729	289	Jas. Sanderson	Tp. 52, Rgs. 1 and 2, W. 3rd M.	9·00
801	288	W. Cowan	Stony creek ...	1·00
802	346	"	"	3·75
848	304	J. W. Shannon & Co.	Tp. 52, R. 1, W. 3rd M.	8·50
862	347	W. Cowan & Co.	Crossing of Shoal creek	1·00
868	361	J. H. Sanderson	Tp. 53, R. 3, W. 3rd M.	36·00
889	380	Moore & Sanderson.	On Sask'n riv., below Two Islands	5·00
890	381	"	" 380	3·00
891	382	"	" 381	3·00
892	383	"	" 382	3·00
893	384	"	" 383	3·00
894	385	"	" " 384	3·00
895	386	" "	" 385	2·00
896	387	"	below Seepanock clan	3·00
897	390		On Pine ck., trib. of Sask'n river	3·00
915	417	"	Sask'n river, R. 8, W. 2nd M.	6·00
916	418	"	" R. 10, W. 2nd M.	3·00
920	422	"	Saskatchewan and Carrot rivers	50·00
921	421		White Loon lake	50·00
945	442	J. H. Sanderson	Tp. 53, R. 2, W. 3rd M.	4·12
946	446	E. H. Moore.	Tp. 52, Rgs. 1 and 2, W. 3rd M.	4·56
954	463	Moore & Sanderson.	Sucker creek	24·00
960	458	Thomas Mackie	Crooked and Carrot rivers	50·00
961	450	Wm. Cowan	"	50·00
964	448	Thomas Mackie	Saskatchewan and Carrot rivers	52·00
965	449	"	White Loon lake	25·00
977	472	J. W. Wilson	Tp. 44, Rgs. 12 and 13, W. 2nd M.	16·00
			Total area	727·035

NEW WESTMINSTER AGENCY

Au. 196	119	Yorkshire Guarantee & Securities Corporation Ltd.	South of Cheam Indian Reserve	680
B	102	British Columbia Mills, Timber & Trading Co.	Tp. 7, Sec. 3(2), G. I. Nass West	3,480
H	108	British Columbia Mills, Timber & Trading Co.	Tp. 2, Secs. 33, 13, 8, R. 2, W. 6th M.	960
K	107	Grant & Kerr	Tp. 2, Dist. New Westminster	360
L	109	British Columbia Mills, Timber and Trading Co.	Tp. 7, Nass West	640
M	159	Grant & Kerr	Nass River	41
O	184	British Columbia Mills, Timber & Trading Co.	Tp. 39 Nass, Dist. New West	904
Q	141	Grant & Kerr	Tp. 1, Dist. New West..... ...	180
R	129	The British Columbia Electric Co.	Tp. 2, Rgs. 1, 2, Dist. New West	2,720
T	121	The British Columbia Mills Timber & Trading Co.		160
W	138	Dominion Trust Co. & Stevens	Tps. 1, 2, 13, Dist. New West	10,704
X	197	Thomas L. Briggs	Tp. 15, Dist. 2 Coast M.	2,880

NEW WESTMINSTER AGENCY.—*Continued.*

Limit.	License.	Name.	Locality.	Area.
Y No. 1	182	Mosson Boyd Co..	Upper and Lower Lillooet lakes	3·20 sq.m
Y No. 2	182	" "	" "	2·50 "
Z No. 1	154	Davidson, Henderson & Strathy	Tp. 15, East of Coast M..	7·22 "
Z No. 2	154	" "	" "	5·75 "
3	103	W. C. Wells	Kicking Horse river.	2·00 "
5	134	J. R. & T. S. Reilly	Kicking Horse river and Beaver creek.	10·00 "
14	204	Columbia River Lumber Co	Columbia river	49·23 "
15	204	" "	" "	42·30 "
16	200	" "	" "	15·55 "
17	241	" "	" "	16·50 "
19	370	" "	" "	25·00 "
20	142	T. & J. Long.	Blue Water river	34·55 "
27	130	Columbia River Lumber Co.	" "	1·00 "
29	202	W. C. Wells	Tp. 25, R. 19, W. 5th M..	13·16 "
30	257	Columbia River Lumber Co	Columbia river	4·40 "
32	391	" "	Illecillewaet river	640 acres
33 No. 1	146	E. H. Heaps & Co	Stave River and Stave lake	1,024 "
33 No. 2	146	Brunette Saw Mill Co	" " "	2,803·20 "
33 No. 3	146	E. H. Heaps & Co	" "	342 "
33 No. 4	146	" "	" "	155 "
36	123	Thomas W. Patterson.	Tp. 39, G. 1, Dist. New West.	1,371·20 "
38	169	Wm. Caldwell	Coquitlam and Gold creek	14·50 sq.m
40 No. 1	371	Columbia River Lumber Co..	Stony creek	6·25 "
40 No. 2	371	" "	"	4·00 "
43	162	E. A. Wilmott & Co	Tps. 4, 5, R. 28, W. 6th M	1,685 acres
44 No. 1	167	Brunette Saw Mill Co.	Bks, 12, 3, 4, Province British C.	396·70 "
44 No. 2	167	" "	" "	570 "
44 No. 3	167	" "	" "	500 "
44 No. 4	167	" "	" "	659·81 "
44 No. 5	221	" "	Lillooet river	160 "
45	389	Columbia River Lumber Co..		24·50 sq.m
47	205	" "	Blackwater creek	22·65 "
48 No. 1	345	J. E. Murphy	Near James Lake.	
48 No. 2	345	"	"	
48 No. 3	344			3,537·88 "
48 No. 4	345	"	"	
48 No. 5	345	"	"	
49	133	Stein & Robinson	Tp. 23, R. 2, W. 6th M.	560 "
50	155	McLaren & Ross	Chilliwack river	10·50 sq.m
51	325	Grant & Kerr	Tp. 2, G. 2, N. West dist	120 acres
52	157	Hastings Shingle Manufact. Co	Tp. 39, New West dist.	876·30 "
55	322	Ross & McLaren	Tps. 19, 22, 25, East Coast M.	15,900 "
57	150	Huntingdon Lumber Co	Tp. 16, District N. West	1,920 "
58	137	Thos. W. Patterson.	Tp. 39, Dist. N. West.	480 "
61	153	Yorkshire Guarantee & Securities Corporation, Ltd)	Tps. 2, 3, R. 29, W. 6th M.	130·33 "
63 No. 1	194	Harrison River Mills Co.	Harrison lake	960·64 "
64	187	Shuswap Milling Co.	Illecillewaet river	947·20 "
65	305	Columbia River Lumber Co	Watt a-bit creek	27 sq.m
66	180	" "	Sec. 24, Tp. 20, R. 10, W. 6th M..	542 acres
67	320	Chas. J. Carriere	Hospital creek	960 "
69	149	G. W. Phipps.	Tp. 39, W. Coast M..	354 "
70	321	Columbia River Lumber Co	Columbia river	50 sq.m
71	163	" "	Tps. 22, rgs. 10, 11, W. 6th M.	2,560 acres
72	186	" "	Salmon Arm of Shuswap lake	4·79 sq.m
73	306	" "	Columbia river	18 "
74	307	" "	"	27 "
77	148	T. J. Hannuill	Tp. 39, Dist. New West	384 acres
78	165	Columbia River Lumber Co	Tp 21, R. 10, W. 6th M	978 "
79	198	T. L. Briggs	Tps. 3, 4, rgs. 3, 4, W. 7th M.	2,240 "
80	172	T. J. Hannuill	Tp. 4, R. 4, W. 6th M.	140 "
81	342	Huntingdon Lumber Co	Tp. 16, New West	960 "
82	356	McLaren Ross Lumber Co.	Railway Belt, B.C.	362 "
83	"	"	"	680 "
86	410	British Columbia Mills & Trading Co.	New West district	420 "
87	262	British Columbia Mills & Trading Co.	Tp. 2, 38, R. 1, W	640 "

NEW WESTMINSTER AGENCY (Continued)

Limit.	License	Name	Locality	Area
88	185	Gonelle Bros	Columbia river	1 228 sq. m.
91	191	Martin Bros	Township Harrison L.	1
94	210	Thos. W. Patterson	Tp. 39, W. Coast M	180 acres
96	188	E. H. Heaps & Co	Stave river	640
98	411	British Columbia Mills & Trading Co.	New Stave Lake.	400
99	412	British Columbia Mills & Trading Co.	Tp. 41, New West. dist	1 2 sq. m.
101	198	T. L. Briggs	Tps. 3, 4, W. 7th M	160 acres
103	189	Grant & Kerr	Stave river	163
105	398	Columbia River Lumber Co	Columbia river	6 sq. m.
106	392	H. R. Stephen	Stave river	1,879 acres
110	338	Thos. W. Patterson	Tp. 39, Dist. New West	698
111	211	"	"	640 "
112	335	The Fred Robinson Lumber Co.	Columbia river	3 sq. m.
113	334	"	"	3
114	297	Gonelle Bros	"	9
116	329	Daniel Robinson	Beaver river	4 "
117	328	"	"	4
118	273	"	Columbia river	9
119	219	Columbia River Lumber Co	Salmon arm of Shuswap lake	393 acres
123	268	The Fred Robinson Lumber Co	Tp. 23, R. 2, W. 6th M	240
125	323	Brunette Saw Mill Co	Near Burrard inlet.	530
127	278	Gonelle Bros	Columbia river	1,920
128	318	"	"	640
129	279	Peter Gonelle & Co.	Tp. 22, R. 10, W. 6th M	2,120 "
134	239	"	Tp. 22, R. 10, W. 6th M	176
138	317	J. W. McRae	Tp. 18, E. of Coast M	985 "
140		Joseph Gonelle	Tp. 24, R. 8, W. 5th M	960
144	314	Harrison River Mills Timber & Trading Co	Harrison lake.....	216
145	315	" "	" "	216 "
148	253	Wm. Sculley	Stave lake	320 "
150	295	J. R. Wren	" "	320 "
152	298	The Fred. Robinson Lumber Co.	Fish river and Cowd creek	1,920
153	299	"	"	320
154	300	"	"	320
155	301	"	"	640
158	309	Albert McLaren	Chilliweyuk river	440
159	310	"	"	666
160	311	"	"	720
161	312	"	"	760
162	313	"	"	440
163	314	"	"	320
171	260	Shuswap Milling Co	Tp. 20, R. 13, W. 6th M	1 sq. m.
173	280	J. & A. Trethewey	Tp. 2, R. 29, W. 6th M	90 acres
176	264	British Columbia Mills, Timber and Trading Co.	Tp. 1, W. of the coast M	180
177	327	Pacific Coast Lumber Co	Coquhalla river	1,088
185	276	E. H. Heaps & Co.	Tp. 4, ranges 2 & 3, W. 7th M	387
186	275	Peter Gonelle & Co	Columbia river	480
205	341	J. D. Breeze	"	1,147
206	324	Wm. McKenzie	"	6 sq. m.
207	359	F. Robinson	"	1 sq.
209	357	G. W. Peters	In Tp. 39, W. C. M	307 acres
213	348	D. J. Campbell	On North Arm Burrard Inlet.	160
216	351	Grant & Kerr	On Stave River	480
217	353	S. Edge	In Tp. 19, E. C. M.	320
220	360	J. D. Breeze	In Tp. 23, E. C. M.	640
225	366	P. Ryan	In Tp. 2, R. 28, W. 5th M	5 sq. m.
227	368	Harrison River Mills Timber & Trading Co.	In Tps. 3 R. 30 W. 6th M	90 acres
228	374	Grant & Kerr	New North Arm Burrard Inlet	320
231	375	Columbia River Lumber Co.	In Tps. 25, R. 18, W. 6th M	1 sq. m.
232	376	"	In Tps. 2, R. 29, W. 6th M	6 sq. m.
233	379	P. Ryan	On west side of Adams lake	5 sq. m.
234	388	Grant & Kerr	In Tp. 1, W. C. M.	160
235	469	P. Ryan	In Tps. 2, R. 28 W. 5th M	6 sq. m.
236	403	T. Allen	On east side of Pitt Lake	160

NEW WESTMINSTER AGENCY -*Concluded.*

Limit.	License.	Name.	Locality.	Area.
237	394	P. Ryan	Near S. boundary of R'y belt	35·00 sq. m.
238	395	" "	" "	15·00 "
239	396	Columbia River Lumber Co.	Shuswap Lake	35·00 "
240	397	P. Ryan	"	20·00 "
241	398	Columbia River Lumber Co.	Seymour Arm, Shuswap Lake	15·00 "
242	399	" "	Tp. 21, R. 11, W. 6th M.	9·87 "
243	400	P. Ryan	Tp. 24, R. 4, W. 6th M	20·25 "
244	401	Columbia River Lumber Co.	Tp. 24, R. 5, W. 6th M.	25·00 "
245	402	" "	Tp. 23, R. 6, W. 6th M.	21·13 "
246	404	K. Mikuni	Burrard Inlet	473·25 acres.
248	406	The Harrison River Mills Trading & Lumber Co.	Tp. 3, R. 30, W. 6th M.	123·00 "
249	408	The Fred Robinson Lumber Co.	Columbia River	10·00 "
250	414	The Columbia River Lumber Co	Tp. 21, R. 10, W. 6th M.	1·13 sq. m.
251	429	(Yorkshire Guarantee & Securities Corporation, Ld)	Harrison Lake	3,520 acres.
253	423	P. Ryan	Tp. 25, R. 28, W. 5th M.	22·44 sq. m.
254	424	Harrison River Mills Timber & Trading Co.	Chehalis Creek	640 acres.
255	425	Columbia River Lumber Co.	Tp. 25, R. 21, W. 6th M.	0·87 sq. m.
256	426	" "	Tp. 23, R. 18, W. 5th M	1·25 "
257	427	" "	" "	0·75 "
258	428	" "	Tp. 24, R. 18, W. 5th M.	1·75 "
259	431	" "	Tp. 16, E. C. M.	0·50 "
260	436	" "	Tp. 23, R. 18, W. 5th M.	0·75 "
261	437	" "	" "	0·30 "
262	435	" "	" "	0·25 "
263	433	(The Ashcroft Water, Electric & Improvement Co.	Adams Lake	18·00 "
264	443	Harrison River Mills Timber & Trading Co.	Chehalis Creek	427 acres.
265	475	E. O. Patterson	Pitt Lake	320 "
266	474	"	"	320 "
268	460	E. H. Heaps & Co.	Stave Lake	960 "
269	466	Jas. C. Shields	Lillooet Lake	120 "
270	473	G. W. Phipps & G. E. Farrer.	Burrard Inlet	320 "
271	470	Peter Ryan	Tp. 25, R. 27, W. 5th M.	7·38 sq. m.
272	471	Harrison River Mills Timber & Trading Co.	Chehalis Creek	1,109 acres.
273	477	G. E. Farrer	Burrard Inlet	160 "
274	481	J. Duncan	Tp. 3, R. 29, W. 6th M.	95 "
			Total area	975·94 sq. m.

YUKON TERRITORY.

T. B. No.	Name.	Locality.	Area.
			Sq. m.
1	D. K. Campbell.	At the junction of the Lewes river with the Teslin river	5·00
2	" "	At the junction of McClintock creek with Lake Marsh	5·00
3	" "	At the junction of the Pelly and Yukon rivers	5·00
4	" "	At the junction of the Lewes river with the Teslin river	5·00
6	" "	On west side of Lewes river, at its junction with Lake Labarge	5·00
7		On east side of Lewes river, at its junction with Lake Labarge	5·00
8	" "	Windy arm, Tagish lake	5·00
9	A. S. Kerry	" "	5·00
10	A. W. Stevenson & Geo. A. Drum mond	On a creek tributary of Lake Labarge	5·00
11	North American Transportation Co.	Klondike river	5·00

YUKON TERRITORY (*Continued.*)

T. B. No.	Name	Locality	Area.
			Sq. m.
12	The Canadian Yukon Lumber Co	Lewes river	3 00
13	"	On Lewes river	2 00
14	"	On Stewart river	3 00
15	"	Stewart river	1 00
16	"	Lake creek	1 00
17	"	Stewart river	1 00
18	"	Rosebud creek	1 00
19	"	Independence creek	1 00
20	"	Stewart river	1 00
21			60
22	A. E. Pauly	On west side of Taku arm, Tagish lake	1 00
23	The Canadian Yukon Lumber Co	Lewes river	3 00
24	The Kerry Canadian Mill Co	On east side of Tagish lake	2 50
25	J. W. Boyle	Klondike river	1 00
26			60
27	Richard Davenport	On left bank of the Yukon river	1 00
28	Bennett	On Lewes river, near Five Finger rapids	1 00
30	F. Swanson	Stony Mile river	1 00
31	The Yukon Saw Mill Co	Yukon river	1 00
32	"	"	1 00
33	J. J. Henry & Wm. Stewart	Yukon river and Indian river	6 00
34	D. H. Partridge	On a creek tributary of West arm of Lake Bennett	1 00
36	The Canadian Yukon Lumber Co	Stewart river	1 00
37	" "	On south side of Stewart river	4 00
38		On a creek tributary of Lake Bennett	1 00
39	" "	On north side of the Stewart river	5 00
42	F. M. Rattenbury	On a creek tributary of Lake Bennett	1 00
43	A. A. McRae	Stewart river	1 00
45	Dawson Electric Light & Power Co	Yukon river	1 00
46	Jas. A. Ritchie		1 00
49	H. Maitland Kersey	Lewes river	1 00
50	C. A. Macomber	On Yukon river	1 00
51	Harper & Ladue	Yukon river	1 00
52	The Kerry Canadian Mill Co		1 00
53	J. B. Marsh	Lake Tagish	1 50
54	D. A. Matheson	Yukon river	1 00
55	"		1 00
56	F. C. Wolfe	Lewes river	1 00
57	The Joseph Ladue Gold Mining & Development Mining Co. of Yukon	Stewart river	1 60
58	"	"	1 60
59	The Canadian Yukon Lumber Co	Yukon river	2 50
60	Thompson McNeil		1 00
61	The Joseph Ladue Gold Mining & Development Co. of Yukon		1 50
62	Maitland Kersey	Lewes river	1 00
63			1 00
64	Stanley McFadden	Yukon river	1 00
65	Klondike Mills Co		1 00
66	Yukon Saw Mills Co		60
67	McNaire & Hathaway		1 00
68	Ezra Howard	Crooked creek	1 00
69	Yukon Saw Mill Company	Mountain creek	1 00
70	C. Henry	Lewes river	1 00
71	Yukon Saw Mill Company	Pelly river	1 00
72		Lewes river	1 00
73			60
74	A. Lewes	Yukon river, near Lewes river	1 00
75	Ezra Howard	Stewart river	1 00
76	S. B. Reynolds	Yukon river	1 00
77			1 00
78	North American Transportation & Trading Co	Upper Yukon	1 00
79	Duke M. Coolidge	Yukon river	1 00
80	M. King	Lake Bennett	1 00
81	The Upper Yukon Gold Mining Co	Lake Bennett	1 50
83	E. Pierson	Lake Bennett	1 00
84	Yukon Saw Mill Co	Upper Yukon	1 00

YUKON TERRITORY—*Concluded.*

T. B. No.	Name.	Locality.	Area.
			Sq. m.
85	The Joseph Ladue Gold Mining & Development Co.	Yukon river	1·00
86	Christian Sonnickson	Stewart river	1·00
87	The Joseph Ladue Gold Mining & Development Co	At junction of Yukon and White rivers	1·00
88	C. E. Miller	Lewes river	1·00
89	The Joseph Ladue Gold Mining & Development Co.	Yukon river	1·00
90	The Joseph Ladue Gold Mining & Development Co.	Stewart river	1·00
91	The Joseph Ladue Gold Mining & Development Co	Pelly river	1·00
92	Yukon Saw Mill Co.	Tributary of the Lewes river	2·00
93	The Joseph Ladue Gold Mining & Development Co.	Yukon river	1·00
94	Yukon Saw Mill Co	Pelly river	1·00
95	" " "	"	1·00
96	The Joseph Ladue Gold Mining & Development Co.	Yukon river	1·00
97	The Joseph Ladue Gold Mining & Development Co.	Stewart river	1·00
98	The Joseph Ladue Gold Mining & Development Co.	Ballarat creek	1·00
99	The Joseph Ladue Gold Mining & Development Co.	Yukon river	1·00
100	Klondike Mills Co.	"	1·00
101	" " "	On a tributary of the Yukon river	1·00
102	The Canadian Yukon Lumber Co	Yukon river	1·00
103	Klondike Mill Co.	Selwyn river	1·00
104	North American Transportation & Trading Co.	Cliff creek	3·11
105	D. H. Hume	Lake Labarge	1·00
106	Alexander Wilson	On a tributary of the Yukon river	1·00
		Total area	225·11

TIMBER ON DOMINION LANDS IN MANITOBA, THE NORTH-WEST TERRITORIES, AND WITHIN THE RAILWAY BELT IN THE PROVINCE OF BRITISH COLUMBIA.

Licenses.

A license to cut timber can be acquired only at public competition. A rental of $5 per square mile is charged for all timber berths excepting those situated west of Yale, in the province of British Columbia, for which the rental is at the rate of 5 cents per acre per annum.

In addition to the rental, dues at the following rates are charged :

Sawn lumber, 50 cents per thousand feet B.M.

Railway ties, six and eight feet long, 1½ and 1¾ cents each.

Shingle bolts, 25 cents a cord.

All other products, 5 per cent on the sales.

A license is issued as soon as a berth is granted, but in unsurveyed territory no timber can be cut on the berth until the licensee has made a survey thereof.

Permits.

Permits to cut timber are also granted at public competition, except in the case of actual settlers, who require the timber for their own use.

Settlers and others may also obtain permits to cut up to 100 cords of wood for sale without competition.

The dues payable under a permit are from $1.50 to $3 per thousand feet B.M., for square timber ; from ½ to 1½ cents per lineal foot for building logs ; from 12½ to 25 cents per cord for wood ; 1 cent for fence posts ; 3 cents for railway ties, and 20 cents per thousand for shingles.

Homesteaders having no timber of their own are entitled to a permit free of dues to cut the following quantities :—

3,000 lineal feet of building logs, not to exceed 12 inches at butt end. If the timber is cut from dry trees 3,000 lineal feet of any diameter may be taken.

400 roof poles.

500 fence posts.

2,000 fence rails.

Homesteaders and all bona fide settlers whose farms may not have thereon a supply of timber, or who are not in possession of wood lots or other timbered lands, will be granted a free permit to take and cut dry timber for their own use on their farms for fuel and fencing.

A permit fee of 25 cents in each case is charged.

YUKON TERRITORY.

Licenses.

A license to cut timber on an area not exceeding five square miles in the above territory may be granted to the first applicant therefor upon payment of a bonus of not less than $250 per square mile, but not more than five such berths will be granted to one individual or company, unless it can be shown to the satisfaction of the Commissioner of the Yukon Territory that an applicant requires additional timber for manufacturing purposes at the mill or mills which he has erected.

The licensee shall cause a survey to be made of the berth, when called upon by the Minister of the Interior to do so, and shall erect a sawmill in connection therewith within a certain period to be fixed by the Minister of the Interior, and shall pay a stumpage of $2 per thousand feet B.M. on the sales of the lumber manufactured from the timber cut, also dues at the rate of 50 cents per cord for cordwood, six cents each for ties, and ten per cent of all sales of all other products of the berth.

Permits.

Permits to cut cordwood and ties in the Yukon Territory may be obtained from the Crown timber agent upon payment of a fee of $5, and dues at the rate of 50 cents a cord for the former and 6 cents each for the latter.

MINING LANDS OTHER THAN COAL.

During the past fiscal year forty-six entries were granted by the agent of Dominion lands in Manitoba and the North-west Territories.

In the Yukon Territory 24,524 placer claims, 2,793 quartz claims, 16,573 renewals and relocations, and 25,020 assignments of claims were recorded up to July 1, 1901.

The returns for the fiscal year ending June 30, 1901, show that 4,424 entries for placer claims, 1,156 entries for quartz claims, 6,291 renewals and relocations, and 5,569 assignments were recorded during the year. The revenue collected form this source and for fees collected for registering other documents in connection with mining operations, was $348,658.30.

Up to July 1, 1901, 59,449 free miner's certificates were issued, producing a revenue of $596,168.82. During the fiscal year, 12,511 free miner's certificates were issued, and the revenue derived therefrom was $125,861.

The following is a list of the agents of the government who were authorized to issue free miner's certificates, and the number issued by each agent during the year:—

Agents of Dominion Lands—

Calgary, N.W.T.	21
Edmonton, N.W.T.	17
Kamloops, B.C.	1
Lethbridge, N.W.T.	3
Winnipeg, Man.	19

Agencies within the Yukon Territory—

Dawson	7,517
Dalton Trail	3
Dominion Creek	711
Fort Cudahy	14
Grand Forks	2,043
Gold Run	433
Hunker	512
Hootalinqua	93
Selkirk	40
Sulphur Creek	194
Stewart River	198
Tagish	258
Forty-mile	59
Upper Stewart River	13

Collectors of Customs—

Atlin	65
Montreal	3
Vancouver	24
Victoria	33
Ottawa, Ont., Department of the Interior	198
Rat Portage, Ont., P. H. Austin	29
London, Eng., the High Commissioner's Office	10
Total	12,511

DREDGING.

Leases now in force to dredge for minerals other than coal in the submerged beds of rivers in the Yukon Territory, cover 270·00 miles, and for the same purpose in the North-west Territories cover 911·75 miles.

SCHEDULE of Individuals and Companies who have secured dredging leases on certain streams in the Yukon District.

Lease No.	Name of Lessee.	Stream.	Number of Miles.
23	Michael Guerin	Klondike River	5
24	James J. Guerin	Klondike River	5
25	J. M. Guerin	Klondike River	5
26	F. E. Devlin	Klondike River	5
27	Edmund Guerin	Klondike River	5
40	James J. Guerin	Stewart River	5
41	Mary E. Guerin	Stewart River	5
42	James J. Guerin	Stewart River	5
48	F. J. White, assignee of F. J. Monroe	Stewart River	5
49	F. J. White, assignee of F. J. Monroe	Stewart River	5
50	F. J. White, assignee of F. J. Monroe	Stewart River	5
51	F. J. White, assignee of F. J. Monroe	Stewart River	5
52	F. J. White, assignee of F. J. Monroe	Stewart River	5
53	F. J. White, assignee of F. J. Monroe	Stewart River	5
	Golden Crown Mining Company—		
140	Assignees of Elizabeth Rogers	Stewart River	5
141	Assignees of Elizabeth Rogers	Stewart River	5
142	Assignees of Elizabeth Rogers	Stewart River	5
143	Assignees of Elizabeth Rogers	Stewart River	5
144	Assignees of Elizabeth Rogers	Stewart River	5
145	Assignees of Elizabeth Rogers	Stewart River	5
146	Assignees of Jennie E. Smillie	Stewart River	5
147	Assignees of Jennie E. Smillie	Stewart River	5
148	Assignees of Jennie E. Smillie	Stewart River	5
149	Assignees of Jennie E. Smillie	Stewart River	5
150	Assignees of Jennie E. Smillie	Stewart River	5
151	Assignees of Jennie E. Smillie	Stewart River	5
152	Assignees of Lynn T. Leet	Stewart River	5
153	Assignees of Lynn T. Leet	Stewart River	5
154	Assignees of Lynn T. Leet	Stewart River	5
155	Assignees of Lynn T. Leet	Stewart River	5
156	Assignees of Lynn T. Leet	Stewart River	5
157	Assignees of Lynn T. Leet	Stewart River	5
158	Assignees of N. C. Smillie	Stewart River	5
159	Assignees of N. C. Smillie	Stewart River	5
160	Assignees of N. C. Smillie	Stewart River	5
161	Assignees of N. C. Smillie	Stewart River	5
170	F. B. Vrooman, assignee of G. H. Rogers	Hootalinqua River	5
171	F. B. Vrooman, assignee of G. H. Rogers	Hootalinqua River	5
172	F. B. Vrooman, assignee of G. H. Rogers	Hootalinqua River	5
173	F. B. Vrooman, assignee of G. H. Rogers	Hootalinqua River	5
174	F. B. Vrooman, assignee of G. H. Rogers	Hootalinqua River	5
175	F. B. Vrooman, assignee of G. H. Rogers	Hootalinqua River	5
	Lewes River Mining and Dredging Co.—		
200	Assignees of J. A. McPherson	Lewes River	5
201	Assignees of J. A. McPherson	Lewes River	5
202	Assignees of J. A. McPherson	Lewes River	5
203	Assignees of J. A. McPherson	Lewes River	5
204	Assignees of J. A. McPherson	Lewes River	5
205	Assignees of J. A. McPherson	Lewes River	5
233	Geo. E. Keith	Stewart River	5
234	Geo. E. Keith	Stewart River	5
235	Geo. E. Keith	Stewart River	5
236	Geo. E. Keith	Stewart River	5
273	F. X. Halder	Stewart River	5
274	F. X. Halder	Stewart River	5
		Total number of miles	240

SCHEDULE of Leases to dredge for gold in Rivers, &c., in the North-west Territories.

Lease No.	Name of Lessee.	Stream.	Number of Miles.
1	G. A. Drolet	North Saskatchewan River	30
2	H. D. Smith	Peace River	5
3	Wm. H. Roughsedge	Peace River	5
4	W. P. Scarfe and C. D. Brindly, assignees of Chas. H. Brindly	Peace River	5
		Peace River	5
5	Chas. H. Bower	Peace River	5
6	Wm. McLaren	Peace River	5
7	Jas. T. MacLaren		
8	Wm. P. Scarfe and Wm. E. Phin, assignees of John Love	Peace River	5
9	W. L. Robertson, assignee of Wm Robertson	Peace River	5
		Peace River	5
10	Geo. Hillier	Peace River	5
11	Thomas Black	Peace River	5
12	G. Ford	Peace River	5
13	Jas. A. Green	Peace River	5
14	Geo. F. Cleveland	Peace River	5
15	Alex. S. Robertson	Peace River	5
16	Daniel Hoctor	Peace River	4
17	Geo. Black	Peace River	5
20	Isaac Cowie	North Saskatchewan River	5
21	R. H. Lany, assignee of F. W. Klippel	North Saskatchewan River	5
22	D. S. Keith	North Saskatchewan River	5
23	Geo. E. Keith	Peace River	5
24	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
25	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
26	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
27	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
28	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
29	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
30	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
31	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
32	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
33	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
34	G. A. Drolet, assignee of N. C. Smillie	Peace River	5
	Discoverers Finance Corporation (Ltd.)—		
35	Assignees of Jas. Gibbens	North Saskatchewan River	5
36	Assignees of Jas. M. Douglass	North Saskatchewan River	5
37	Assignees of F. A. Osborne	North Saskatchewan River	5
38	Assignees of J. A. McDougall	North Saskatchewan River	5
39	Assignees of R. Secord	North Saskatchewan River	5
40	Assignees of W. J. Walker	North Saskatchewan River	5
41	J. H. Gritton	North Saskatchewan River	5
42	J. H. Gritton	North Saskatchewan River	5
43	J. H. Gritton	North Saskatchewan River	5
44	J. H. Gritton	North Saskatchewan River	5
45	J. H. Gritton	North Saskatchewan River	5
46	J. H. Gritton	North Saskatchewan River	5
47	G. A. Drolet	North Saskatchewan River	5
48	G. A. Drolet	North Saskatchewan River	5
49	G. A. Drolet	North Saskatchewan River	5
50	G. A. Drolet	North Saskatchewan River	5
51	G. A. Drolet	North Saskatchewan River	5
52	G. A. Drolet	North Saskatchewan River	5
	Discoverers Finance Corporation (Ltd.)—		
53	Assignees of A. E. Hogue	North Saskatchewan River	5
54	Assignees of A. E. Hogue	North Saskatchewan River	5
55	Assignees of A. E. Hogue	North Saskatchewan River	5
72	J. J. Codville	Muddy Creek	5
73	Chas. R. Tryon	Muddy Creek	5
80	I. B. Forbes, assignee of Wm. P. Scarfe	Smoky River	5
81	Wm. H. Roughsedge	Smoky River	5
82	W. H. Blake	Smoky River	5
83	A. J. Oliver	Smoky River	5
84	Thos. Black	Smoky River	5
85	Alex. Mackenzie	Smoky River	5
86	F. E. Gardiner	Smoky River	5
87	W. E. Plain	Little Smoky River.	5
90	Hume Blake		

SCHEDULE of Leases to dredge for gold in Rivers, &c.—*Continued.*

Lease No.	Name of Lessee.	Stream.	Number of Miles.
91	A. J. Oliver	Little Smoky River	5
92	W. L. Robertson	Mountain River	5
93	John J. Codville	Mountain River	5
94	John Love	Mountain River	5
95	E. M. Roughsedge	Muddy Creek	5
96	H. N. Ruttan	Boundary Creek	5
97	Fred Murray O'Meara	Boundary Creek	5
98	F. C. Robinson	Boundary Creek	5
99	Wm. Hume Blake	Rat Creek	5
100	Chas. R. Tryon	Rat Creek	5
101	Wm. L. Robertson	Rat Creek	5
102	Wm. H. Roughsedge	Peace River	5
103	Wm. H. Roughsedge	Peace River	5
104	Wm. H. Roughsedge	Peace River	5
105	Wm. H. Roughsedge	Peace River	5
106	Wm. H. Roughsedge	Peace River	5
107	N. D. Beck	North Saskatchewan River	5
108	The Victoria-Alberta Gold Dredging Syndicate, assignees of Isaac Cowie	North Saskatchewan River	5
109	J. A. Mercier	North Saskatchewan River	5
110	J. A. Mercier	North Saskatchewan River	5
111	J. A. Mercier	North Saskatchewan River	5
112	J. A. Mercier	North Saskatchewan River	5
113	J. A. Mercier	North Saskatchewan River	5
114	E. C. Emery	North Saskatchewan River	5
115	Chas. B. Beck	North Saskatchewan River	5
119	The Victoria-Alberta Gold Dredging Syndicate, assignees of I. Cowie	North Saskatchewan River	5
120	Assignees of I. Cowie	North Saskatchewan River	5
121	Assignees of I. Cowie	North Saskatchewan River	5
122	Assignees of I. Cowie	North Saskatchewan River	5
123	The Victoria-Alberta Gold Dredging Syndicate, assignees of J. C. P. Brown	North Saskatchewan River	5
124	Discoverers Finance Corporation (Ltd.)	North Saskatchewan River	5·75
125	N. D. Beck	Peace River	5
126	N. D. Beck	Peace River	5
127	N. D. Beck	Peace River	5
128	N. D. Beck	Peace River	5
129	N. D. Beck	Peace River	5
130	N. D. Beck	Peace River	5
143	Chas. H. Bower	Peace River	5
144	Chas. H. Bower	Peace River	5
145	Chas. H. Bower	Peace River	5
146	Chas. H. Bower	Peace River	5
147	Chas. H. Bower	Peace River	5
166	John D. Black	Peace River	5
176	E. A. Braithwaite	North Saskatchewan River	5
177	Chas. D. Brindly	North Saskatchewan River	5
183	G. A. Glines	Clear Creek	5
184	Albert MacLaren	Peace River	5
185	Henry MacLaren	Peace River	5
186	Henry MacLaren	Peace River	5
187	Daniel MacLaren	Peace River	5
188	Daniel MacLaren	Peace River	5
189	John A. MacLaren	Battle River	5
190	John A. MacLaren	Battle River	5
191	Jas. Kavanagh A. Charette, and D. E. and H. Rochester	Cedar Lake	5
192	A. Woods, Jr.	North Saskatchewan River	5
193	A. Woods, Jr.	North Saskatchewan River	5
194	Geo. E. Casey	North Saskatchewan River	5
195	Geo. E. Casey	North Saskatchewan River	5
196	C. F. Hibbert	North Saskatchewan River	5
197	C. F. Hibbert	North Saskatchewan River	5
198	J. G. Tipton	North Saskatchewan River	5
199	J. G. Tipton	North Saskatchewan River	5
200	D. Baird	North Saskatchewan River	5
201	D. Baird	North Saskatchewan River	5
202	M. E. Weaver	North Saskatchewan River	5

SCHEDULE of Leases to dredge for gold in Rivers, &c.—*Concluded.*

Lease No.	Name of Lessee.	Stream.	Number of Miles.
203	M. E. Weever	North Saskatchewan River	5
204	G. P. Spittal	North Saskatchewan River	5
205	G. P. Spittal	North Saskatchewan River	5
206	J. O. Hibbard	North Saskatchewan River	6
207	J. O. Hibbard	North Saskatchewan River	5
208	C. M. Farley	North Saskatchewan River	5
209	C. M. Farley	North Saskatchewan River	5
210	M. Johnston	North Saskatchewan River	5
211	M. Johnston	North Saskatchewan River	5
212	E. S. Leetham	North Saskatchewan River	6
213	Thos. Dunderdale	North Saskatchewan River	5
214	E. A. Walberg	North Saskatchewan River	5
215	E. A. Walberg	North Saskatchewan River	5
216	F. H. Markey	North Saskatchewan River	5
217	F. H. Markey	North Saskatchewan River	5
218	Fred. Cook	North Saskatchewan River	5
219	Fred. Cook	North Saskatchewan River	5
220	Thos. Patterson	North Saskatchewan River	5
221	Thos. Patterson	North Saskatchewan River	5
222	R. M. MacLeod	North Saskatchewan River	5
223	R. M. McaLeod	North Saskatchewan River	5
224	A. E. Fairbairn	North Saskatchewan River	5
225	A. E. Fairbairn	North Saskatchewan River	5
226	H. Hopp	North Saskatchewan River	5
227	H. Hopp	North Saskatchewan River	5
228	H. Webb	North Saskatchewan River	5
229	H. Webb	North Saskatchewan River	5
230	W. D. Morris	North Saskatchewan River	5
231	W. D. Morris	North Saskatchewan River	5
232	W. F. Powell	North Saskatchewan River	5
233	W. F. Powell	North Saskatchewan River	5
234	W. H. McAuliffe	North Saskatchewan River	5
235	W. H. McAuliffe	North Saskatchewan River	5
236	G. H. Rogers	North Saskatchewan River	5
237	G. H. Rogers	North Saskatchewan River	5
238	F. Taylor	North Saskatchewan River	5
239	F. Taylor	North Saskatchewan River	5
240	W. H. Hurdman	North Saskatchewan River	5
241	W. H. Hurdman	North Saskatchewan River	5
242	J. H. Higginson	North Saskatchewan River	5
243	J. H. Higginson	North Saskatchewan River	5
244	H. H. Cameron	North Saskatchewan River	5
245	H. H. Cameron	North Saskatchewan River	5
246	C. G. Hurdman	North Saskatchewan River	5
247	C. G. Hurdman	North Saskatchewan River	5
248	R. A. McCormick	North Saskatchewan River	5
249	R. A. McCormick	North Saskatchewan River	5
250	C. D. Spittal	North Saskatchewan River	5
251	C. D. Spittal	North Saskatchewan River	5
		Total number of miles	211 75

SCHEDULE of Individuals or Companies to whom Hydraulic Mining Leases have been issued.

Lease No.	Names of Lessees.	Number of miles.	Locality.
1	The Klondyke Government Concession (Ltd.), assignees of R. Anderson	2·50	Hunker creek.
2	R. Lee, *et al*	0·68	Bonanza creek.
3	F. X. Halder	5·00	Indian river.
4	F. X. Halder, assignee of E. Griffith, *et al*	5·00	Ancient bed of the Stewart river.
5	Honourable E. H. Bronson and C. C. Ray	2·50	Bonanza creek.
6	The Dome (Yukon) Gold Mining Co., assignees of Messrs. R. N. Mason, E. Bennett, A. Joyce and J. Dickson	10·00	Australia creek.
7	The British Columbia Gold Fields of the Klondike, Ltd., assignees of Gregor and Frost	2·50	Indian river.
8	R. Lee, *et al*	0·68	Bonanza creek.
9	C. A. Matson *et al*	1·50	" "
10	The Quartz Creek (Yukon) Syndicate, (Ltd) assignees of J. W. Boyle	3·33	Quartz creek.
13	G. L. Milne	2·50	Hunker creek.
14	A. W. Williams	2·00	" "
16	W. H. Scroggie	5·00	Scroggie creek.
17	The British Canadian Gold Fields of the Klondike, (Ltd) assignees of N. H. Johnson	5·00	Cassiar creek.
18	H. B. McGiverin, assignee of J. W. Boyle	6·72	Klondike river.
20	Messrs. Enseli *et al*	3·00	Eureka creek.
	Total mileage	57·91	

The total revenue received for dredging leases in the Yukon Territory up to July 1, 1901, was $139,655.50, and for the fiscal year, $2,650. The total revenue received for the rent of the leaseholds in the North-west Territories up to July 1, 1901, was $20,-262.71, and for the past fiscal year, $3,000.

The total sum collected up to July 1, 1901, for royalty on the gross output of placer claims in the Yukon Territory, after deducting the exemption allowed by the regulations was $2,192,645.41. Of this amount the sum of $596,368.03 was collected during the last fiscal year.

The royalty was collected at the following places:—

Office.	Collecting officers.	Amount of royalty.
Dawson—		
	T. A. Wroughton	$ 2,608 58
	P. C. H. Primrose	2,620 54
	W. H. Routledge	1,233 99
	A. E. C. McDonell	33,786 68
Grand Forks—		
	S. Marshall	78,170 56
	J. C. D. Lorimier	48,440 01
	F. L. de Chaumont	23,373 02
	Stanley Hildyard	69,706 78
	C. C. Raven	109,598 93
	A. E. C. McDonell	62,973 93
	J. R. Patterson	63 63
Gold Run—		
	T. Candle	10,156 46
	Frank Smith	21,517 92
	W. S. Jealous	4,139 84
Hunker—		
	Stanley Hildyard	20,386 47
	P. J. Ryan	11,032 04
	G. H. Goodall	10,253 02
Dominion—		
	T. Candle	17,659 79
	C. C. Raven	12,127 11
	Stanley Hildyard	27,627 36
Sulphur—		
	H. A. Sparrow	11,448 36
	Georges de Beaupin	5,593 22
	G. H. Goodall	2,169 66
	A. E. C. McDonell	859 50
	Cortland Starnes	804 62
	T. Candle	3,462 52
Hootalinqua—		
	P. C. H. Primrose	801 85
Eureka—		
	C. A. Corneil	44 59
	Total	$592,660 98
	Collected on gold taken from Crown claims	3,707 05
	Grand total	$596,368 03

The gold was taken from the following creeks, gulches and hills :—

American Gulch, Adams' Hill, Bonanza Creek, Bear Creek, Big Salmon, Cheechaga Hill, Dominion Creek, Eldorado Creek, Fox Gulch, French Hill, French Creek, Gold Run Creek, Gold Bottom Creek, Gold Hill, Hunker Creek, Little Skookum, Last Chance, Monte Christo, Magnet Gulch, Skookum Creek, Sulphur Creek, Trail Creek, Victoria Creek, Eureka, Livingstone.

MINERALS—BRITISH COLUMBIA.

The precious metals within the railway belt in the province of British Columbia are the property of the province, and the base metals are owned by the government of Canada. All the minerals, however, are administered by the provincial government under the mining laws of that province. This is in accordance with an arrangement between the government of Canada and the provincial government of British Columbia, and ratified by orders of His Excellency the Governor General in Council, dated the 11th and 28th of February, 1890. This agreement may be terminated at any time by either government. Under this agreement 2,443·21 acres have been transferred to the provincial government, and the total amount received therefor was $7,459.37.

PETROLEUM.

Under authority of an order in council dated August 6, 1898, the Minister of the Interior was authorized to reserve for an applicant 640 acres of land situated south of the Canadian Pacific Railway in the district of Alberta, to prospect thereon for petroleum, and if oil were found in paying quantities, to sell the land to the applicant at the rate of one dollar per acre, with a provision that a royalty of two and one-half per cent upon the sales of the petroleum be paid to the Crown. This order was rescinded by an order in council dated May 31, 1901, and provision was made that on and after July 1, 1901, all unappropriated Dominion lands in Manitoba, the North-west Territories, and the Yukon Territory, shall be open to prospecting for petroleum by any individual or company desiring to do so ; that should oil in paying quantities be discovered, and should such discovery be established to the satisfaction of the Minister of the Interior, an area not exceeding 640 acres, including and surrounding the land upon which the discovery has been made, will be sold to the person or company making the same, at the rate of $1 per acre, subject to such royalty as may from time to time be prescribed by order in council.

QUARTZ REGULATIONS.

The following is a synopsis of the regulations now in force for the disposal of quartz mining claims on Dominion lands in Manitoba, the North-west Territories and in the Yukon Territory :—

Every person 18 years of age and over, but not under, and every joint stock company holding a free miner's certificate, may obtain an entry for a mining location.

A free miner's certificate is granted for one or more years, not exceeding five, and is not transferable. The fee for a free miner's certificate for an individual is $10 ; and for a free miner's certificate to a joint stock company, from $50 to $100, according to the nominal capital of the company.

The holder of a free miner's certificate who has discovered mineral in place, may locate a claim not exceeding 1,500 feet long by 1,500 feet wide, by marking it with two legal posts, one at each end, on the line of the lode, or vein, and marking out the line between them. Upon each post shall be marked the name of the claim, the name of the person locating and the date, and the number of feet lying to the right and left of the line.

The claim shall be recorded with the mining recorder of the district within which it is situated within fifteen days after the location thereof, if located within ten miles of the office of the recorder ; one additional day shall be allowed for such record for every additional ten miles or fraction thereof. In the event of a claim being more than 100 miles from a recorder's office, and situated where other claims are being located, the free miners, not less than five in number, may appoint a free miner's recorder ; but if the latter fails within three months to notify the nearest government mining recorder of his appointment, the claims which he may have recorded will be cancelled. The fee for recording a claim is $5.

An expenditure of not less than $100 per year must be made on the claim, or a like amount paid to the mining recorder in lieu thereof. When $500 has been expended, or paid, in connection with the location, the locator may, upon having a survey thereof made and upon complying with certain other requirements, purchase the land at the rate of $1 per acre cash.

A location for the mining of iron and mica not exceeding 160 acres in area may be granted, provided that should any free miner obtain a location which subsequently is found to contain a valuable mineral deposit other than iron or mica, his right in such deposit shall be restricted to the area prescribed for other minerals, and the remainder of the location shall revert [illegible].

The patent for a mining location shall reserve to the Crown forever whatever royalty may hereafter be imposed on the sales of the products of all mines therein, and the same royalty shall be collected on the sales which may be made prior to the issue of the patent, such royalty, however, not to exceed 5 per cent.

The Minister of the Interior may grant locations for the mining of copper in the Yukon Territory, each location to consist of an area not exceeding 160 acres in a square block. The boundary lines of each location shall be due north and south and due east and west, and not more than one area shall be granted to any one person within a district of ten miles. The grant of such location for the mining of copper shall not give to the grantee any rights to any other minerals, except minerals that are combined or mixed with copper or copper ore, but in no case to include free milling gold or silver.

There shall be paid to the government on the gross output of copper from any such location a royalty to be fixed by the Minister of the Interior, not exceeding five per cent on such gross output.

The Minister of the Interior may make such rules and regulations and impose such conditions for ensuring the development of any such area, and securing the payment of the royalty as he may consider necessary in that behalf.

The fee to be paid to the gold commissioner or a mining recorder for an entry for a copper mining location of 160 acres shall be $20, and the same fee shall be charged for each renewal of an entry.

PLACER MINING IN THE YUKON TERRITORY.

Claims are creek, gulch, river and hill claims, the length on the base line or general direction of creek or river not to exceed 250 feet, the width being from 1,000 to 2,000 feet. Bench claims are 250 feet square.

Claims are marked by two legal posts, one at each end, bearing notices. Entry must be obtained within ten days if the claim is within ten miles of the recorder's office. One extra day allowed for each additional ten miles or fraction.

The person or company staking a claim, and each person in his or its employment, except house servants, must hold a free miner's certificate.

The discoverer of a new mine is entitled to a claim 1,000 feet in length, and if the party consists of two, 1,500 feet altogether, on the output of which no royalty shall be charged; the rest of the party ordinary claims only.

Entry fee $15. Royalty at the rate of five per cent charged on the gross output of the claim, with the exception of an annual exemption of $5,000.

No free miner shall receive a grant of more than one mining claim on each separate river, creek or gulch, but the same miner may hold any number of claims by purchase, and free miners, not exceeding ten in number, may work their claims in partnership, by filing notice and paying a fee of $2. A claim may be abandoned and another obtained in the same creek, gulch or river by giving notice and paying a fee.

Work must be done on a claim each year to the value of at least $200, or in lieu of work payment may be made to the Mining Recorder each year for the first three years of $200, and after that $400 for each year.

A certificate that work has been done or fee paid, must be obtained each year; if not, the claim shall be deemed to be abandoned, and open to occupation and entry by a free miner.

The boundaries of a claim may be defined absolutely by having a survey made, and publishing notice in the Yukon Official Gazette.

REGULATIONS RE DREDGING, YUKON TERRITORY.

Regulations governing the issue of leases to dredge for minerals in the beds of rivers in the Yukon territory were approved by Order in Council of January 18, 1898. The following is a summary thereof:—

A free miner may obtain a lease of an unbroken extent of five miles of a river, but not more than six such leases will be issued in favour of an individual or company.

The lease shall be for a term of 20 years, renewable from time to time thereafter in the discretion of the Minister of the Interior. The lessee's right of mining and dredging shall be confined to the submerged bed or bars in the river below low water mark, that boundary to be fixed by its position on the 1st day of August, in the year of the date of the lease.

The lease shall be subject to the rights of all persons who have received or who may receive entries for claims under the placer mining regulations.

The lessee shall, within two years from the date of the lease, have at least one dredge in operation upon the portion of the river leased to him, not exceeding 30 miles, and shall, within six years from the date of such lease have one dredge in operation upon each five miles of the river under lease to him.

The rental is $100 for the first year for each mile of river leased, and $10 per mile for each subsequent year.

The lessee shall pay to the Crown a royalty of 10 per cent on the output in excess of $15,000 for each five miles of river leased; but the lessee under one lease shall not be entitled to the exemption as to royalty where the dredge or dredges used by him have been used in dredging by another lessee, or in any case in respect of more than 30 miles.

The lessee is permitted to cut free of all dues on any land belonging to the Crown such timber as may be necessary for the purposes of his lease, but such permission shall not extend to timber which has been or may be granted to other persons or corporations.

The regulations also provide that the lessee shall not interfere with free navigation of the river nor with the construction of roads, ways, bridges, drains or other public works. It is also provided that the lessee shall not transfer a lease without the consent in writing of the Minister of the Interior.

REGULATIONS RE DREDGING, MANITOBA AND N. W. TERRITORIES.

The regulations now in force provide that a free miner can obtain two leases of five miles each. The lease is for a term of twenty years, renewable from time to time thereafter in the discretion of the Minister of the Interior.

The lessee's right is confined to the submerged bed or bars of the river below low water mark, and is also subject to the rights of all persons who have received or who may receive entries for bar diggings or bench claims, except on the Saskatchewan river, where the lessee may dredge to high water mark on each alternate leasehold.

The holder of more than one dredging lease on the Saskatchewan river, however, has the right to dredge during the period of his leases, between high and low water mark, on both sides of the river within each alternate five miles of his leaseholds. Such privilege to be subject to the rights of persons operating bar diggings under the provisions of Section 1 of the Regulations governing Placer Mining along the North Saskatchewan river in the North-west Territories, also subject to any entries granted for bench claims under the provisions of the Regulations prior to the date upon which the leaseholder furnishes the Agent of Dominion Lands, within whose district his leaseholds are situated, with a description of the particular alternate five miles upon which he desires to operate between high and low water mark.

The lessee shall have a dredge in operation within one year from the date of the lease for each five miles leased to him. If, however, a company or individual has obtained more than one lease, one dredge for each fifteen miles or portion thereof, will be accepted. The rental is $10 per annum for each mile leased. The lessee shall pay to the Crown a royalty of 2½ per cent on the output after it exceeds $10,000.

The lease provides that the lessee shall not interfere in any way with the navigation of the river or with any roads, ways, bridges, drains and other public works and improvements now existing or which may be made in the future.

The lease shall provide that any one who has or who may receive entry under the mining regulations, shall be entitled to run tailings into the river at any point thereon, also to mine two feet below the surface of the water at low water mark by putting in wing dams.

Provided that it shall not be lawful for such person to construct a wing dam within one thousand feet from the place where any dredge is being operated nor to obstruct or interfere in any way with the operation of any dredge. This provision shall also apply to leases issued anterior to January 13, 1899.

HYDRAULIC MINING—YUKON TERRITORY.

The following is a synopsis of the regulations in force on January 1, 1900 :—

Locations may have a frontage of from one to five miles, as may be decided by the Minister of the Interior, and a depth of one mile, but where such location is situated in a valley, its depths may extend to the limits of the valley, if so ordered by the Minister of the Interior.

To the person who files in the Department of the Interior at Ottawa an application for a location previously prospected by him, or his authorized agent at the time the location was prospected, a lease will be issued, provided he is the first qualified applicant therefor.

No application for a lease for hydraulic mining purposes shall be entertained for any tract which includes within its boundaries any placer, quartz, or other mining claim under the Regulations in that behalf, or in the immediate vicinity of which placer, quartz or other mining claims have been discovered, or which are being profitably operated.

It is necessary, however, for the applicant to furnish the department with a report from the Gold Commissioner to the effect that there are no placer, quartz or other mining claims within the location applied for ; that it has been proved to his satisfaction, that the applicant himself, or a person acting for him, was upon and actually prospected prior to the date of the application, the ground included in the location ; and that the ground included in the location is not being worked and is not suitable to be worked under the Regulations governing placer mining.

In addition to the above it will be necessary for an applicant for a lease for hydraulic mining purposes, to file in the Department of the Interior a declaration made by a mining engineer, or other competent person, to the satisfaction of the Minister of the Interior, that the location applied for is suitable for hydraulic mining purposes; that there is a sufficient quantity of water available with which to successfully operate the location; and that there is a sufficient dumping ground upon which to deposit the tailings produced from his operations.

Before a lease is issued it is necessary for the applicant to obtain a free miner's certificate and file in the Department of the Interior at Ottawa a Dominion land surveyor's plan of the location. The term of the lease is twenty years, and the rental $150 for each mile of frontage.

The same royalty shall be paid upon the output of gold as is provided or may hereafter be provided in the case of placer claims, except that there shall be exempted from such royalty $25,000 of the annual output, the royalty to be paid in the manner provided in the regulations governing placer mining.

The lessee is required to expend in operating his location not less than $5,000 during each year from the date of his lease.

The lessee may cut, free of dues, such of the timber on a location as may be necessary for working the same in connection with his mining operations, but not for sale or traffic, and provision is made that the Commissioner of the Yukon Territory may grant a permit to any person to cut and remove from a location cordwood for his own use when such cordwood cannot otherwise be had within reasonable distance, but no such permit shall convey the right to cut or remove wood required by the lessee for his mining operations.

COAL MINING LANDS.

The number of applications received during the year was 860. The revenue for the year derived from the sale of coal lands was $101,772. The total area of coal lands sold up to July 1, 1901, was 4,040·28 acres, and the total amount received therefor was $266,843.

The regulations for the disposal of Dominion lands containing coal issued under the authority of an order in council of September 17, 1889, as amended by subsequent orders, provide that locations of an area not exceeding 320 acres may be reserved for an applicant for a period of sixty days to prospect for coal thereon, upon payment of a fee of $10, provided an expenditure is made of $2 per day, and a location of the same or a less area may be sold at the rate of $10 per acre, cash, unless the coal is anthracite, in which case the price is $20 per acre, cash.

In order that settlers and others who were living some distance from coal mines which were being worked by persons who purchased the same, either from the Crown or from some other source, might obtain their coal supply, the Governor in Council on November 11, 1895, authorized the issue of permits to mine coal for domestic purposes upon payment of a royalty of twenty cents per ton for anthracite coal, fifteen cents per ton for bituminous coal, and ten cents per ton for lignite coal.

Regulations for the issue of the permits were issued under the authority of an order in council dated February 9, 1897.

The regulations provide that the location shall be marked on the ground; that the frontage thereof shall not exceed three chains, and the length thereof shall not exceed ten chains, nor shall it be less than five chains except where the ground is covered by a prior location; that the applicant shall within thirty days after marking the location file his application with the agent, who shall issue a permit upon receipt of an annual rental of five dollars for any area less than one acre, and for an area of one acre or over at the rate of five dollars an acre; and that returns shall be made monthly to the agent and the royalty paid upon the quantity of coal mined.

In the Yukon Territory all applications for coal lands are to be made to the Crown timber and land agent, who is empowered to sell such lands subject to the approval of the commissioner, at $20 per acre, cash, if the coal is anthracite, and $10 per acre, cash, for any other class of coal. A royalty at such rate per ton as may from time to time be specified by the Governor General in Council will be levied and collected on the gross output of the mine. The sale of such land to be subject to the other conditions imposed in the sale of other public lands in the said territory with reference to their maintenance for town site purposes.

IRRIGATION.

During the year sixteen applications for authority to divert water for irrigation and other purposes were received at the department, and fourteen applicants received permission to construct works in accordance with the provisions of the North-west Irrigation Act. Eighty-five licenses have been issued up to date to divert water.

The North-west Irrigation Act, under which the applications referred to in the preceding paragraph were made, was assented to by Parliament on June 13, 1898. The provisions of the Act and the regulations made thereunder may be briefly outlined as follows :—

An applicant for permission to construct works to divert a quantity of water exceeding ten cubic feet per second, shall file with the commissioner of public works at Regina, a memorial setting forth the particulars with respect to the application, and a plan of the proposed work. He shall also give notice of such filing in some newspaper published in the neighbourhood, to be named by the commissioner, not less than once a week for a period of thirty days.

So soon as these conditions have been complied with, the Minister of the Interior authorizes the construction of the works within a certain period. Upon the completion of the works an inspection thereof is made by the chief engineer and surveyor of the Department of Public Works of the North-west Territories, and upon receipt of a certificate from him that they have been built in accordance with the plans and specifications submitted by the applicant, a license is issued in his favour by the Minister of the Interior upon payment of a fee of $10. It is, however, necessary that the applicant shall furnish proof that he is the owner of the land to be irrigated, or that he has arranged with the owners thereof to furnish them with water, before a license is issued in his favour.

The applicant for a less quantity of water than ten cubic feet per second is not required to file such full information in relation to his application as the Act prescribes in the case of an applicant who desires a larger quantity of water.

GRAZING.

Leases for grazing purposes are issued for a term of twenty-one years, and the rental is at the rate of two cents an acre per annum, payable half-yearly in advance.

Lands included in a grazing lease may be withdrawn for homestead entry, sale or railway purposes, but no rental is charged on such lands from the date upon which they are withdrawn from the lease.

Grazing leases of school lands in the province of Manitoba may be issued for a term of five years, at an annual rental of six cents an acre, payable in advance, but the department may terminate the lease at any time by giving the lessee three months' notice.

Grazing leases of school lands in the North-west Territories are for a term of five years, and the rental is at the rate of four cents an acre per annum, payable in advance. The department may terminate the lease at any time by giving the lessee three months' notice.

Lessees of school lands are not allowed to break up or cultivate any portion of the lands leased.

A lessee of grazing lands is not entitled to the hay thereon, but he may, upon application to the agent of Dominion Lands, obtain each year the first permit to cut on his leasehold whatever quantity of hay he may require for his own use, free of dues, the department reserving the right to issue permits to other applicants to cut hay thereon.

HAY.

A settler in the vicinity of unoccupied Dominion lands may obtain a lease to cut hay on an area thereof not exceeding forty acres. The term of the lease is five years and the rental twenty-five cents an acre per annum, payable in advance.

Leases for hay purposes of not more than 640 acres and not less than 160 acres of school lands in the North-west Territories may be issued upon payment in advance of the rental at the rate of twenty-five cents per acre per annum.

No one is prevented by the department from cutting hay without a permit, but any one desiring to have a certain area of land containing hay reserved for him may take out a permit covering the same.

Applications for permits to cut hay are made after January 1 in each year to the agent of Dominion lands in whose agency the land containing the hay is situated, and permits are issued on and after April 1 following, upon payment of a fee of fifty cents and the dues hereinafter prescribed.

If before April 1 more than one application is received for a permit covering the same tract of land, the agent, if he cannot arrange a division of the land to suit the applicants may post a notice in his office calling for tenders for the purchase of the hay, and the permit is awarded to the person offering the highest cash bonus.

No hay shall be cut prior to a date to be fixed each year by the Minister of the Interior.

The dues chargeable for permits to actual settlers who require the hay for their own use are ten cents an acre or ten cents per ton, and to all other persons the rates are fifty cents an acre or fifty cents per ton, payable in advance.

GRAZING LANDS.

Total number of leases of Dominion lands, other than school lands, in force on the 22nd day of August, 1901, was 715, covering an area of 605,794·75 acres.

The following schedule shows the names and addresses of the lessees, the numbers of their ranches, and the area coverd by each lease:—

Ranche No.	Name.	Address.	Area in Acres.
377	John Cheeseman	Maple Creek, Assa.	320·00
378	John R. Craig	Fort Macleod, Alta.	2,560·00
380	R. G. Robinson	Calgary, Alta.	800·00
392	Jos. Dugan	Castleavery, Man.	347·75
398	John Harvey	Maple Creek, Assa.	597·50
401	J. P. Tully	Strathclair, Man.	320·00
402	Chas. E. Stevens	C. of W. B. Williams, Winnipeg, Man.	160·00
405	G. W. Quick	Maple Creek, Assa.	1,200·00
408	J. S. Rose	Battleford, Sask.	2,560·00
414	A. T. Wallace	Maple Creek, Assa.	640·00
419	A. T. Wallace	Maple Creek, Assa.	1,260·00
424	John Cumberland	Stella, Pro. Ont.	960·00
426	F. W. Fisher	Lundyville, Man.	289·00
427	H. A. Sibbald	Morley, Alta.	320·00
431	H. Couture	Battleford, Sask.	1,920·00
432	Henry Hamilton	Walsh Station, Assa.	2,240·00
433	Ed. Heffer	Maple Creek, Assa.	480·00
439	Wm. R. Abbott	Maple Creek, Assa.	640·00
448	W. B. Elliott	Cochrane, Alta.	640·00
451	Thos. Monkman	Winnipeg, Man.	445·00
452	Lethbridge Sheep Ranche Co.	Lethbridge, Alta.	2,400·00
454	Chas. W. May	Saskatoon, Assa.	160·00
457	Wm. Turner	Fletwode, Assa.	2,082·00
459	F. J. O'Hara Armstrong	Whitewood, Assa.	1,742·00
460	L. Q. Coleman	Morley, Alta.	1,286·00
463	Wm. Collie	Erinview, Man.	128·00
465	John G. Collins	Jumping Pond, Alta.	1,280·00
468	J. W. & F. W. Ings	High River, Alta.	720·00
472	R. G. Robinson	Calgary, Alta.	3,840·00
474	Edward Fearon	Maple Creek, Assa.	5,742·00
479	John Cheeseman	Maple Creek, Assa.	160·00
485	John Harvey	Maple Creek, Assa.	320·00
486	John Lawrence, sr.	Maple Creek, Assa.	1,440·00
490	B. Cheeseman	Maple Creek, Assa.	640·00
492	Emiel Griesback	Gleichen, Alta.	77·00
494	Jas. Martin	Maple Creek, Assa.	640·00
500	Thos. Hourd	Fletwode, Assa.	1,313·00
503	Donald Gunn	Whitesand, Assa.	1,280·00
505	Philip Williams	Maple Creek, Assa.	640·00
506	R. J. Christie	Hatfield, Alta.	480·00
510	Cornelius Peters	Chortitz, Man.	160·00
511	Cheeseman Bros.	Maple Creek, Assa.	640·00
514	Edward Henry	Fletwode, Assa.	1,280·00
516	Wm. Stothers	Maple Creek, Assa.	960·00
520	F. J. O'Hara Armstrong	Whitewood, Assa.	960·00
521	Jonathan Gillis	Whitewood, Assa.	1,853·00
524	Wm. Sinclair	Yorkton, Assa.	320·00
525	Patrick Burns	Calgary, Alta.	640·00
527	H. M. Morris-Reade	Whitewood, Assa.	640·00
528	Wm. Wilkins	Carlyle, Assa.	160·00
529	John Himsworth	Whitewood, Assa.	640·00
537	F. Shackleton	High View, Assa.	647·00
538	C. Kettles	Pincher Creek, Alta.	320·00
540	L. C. Brown	London, S.W., 40 Cadogan Place.	480·00
543	D. McIntosh	Whitewood, Assa.	288·00
546	C. Loick	Chortitz, Man.	166·00
547	R. E. Bonar	High View, Assa.	640·00
549	P. Lockat	Battleford, Sask.	640·00
552	G. & J. Blackwood	Whitewood, Assa.	720·00
553	A. E. E. Dunn	Battleford, Sask.	480·00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address	Area in Acres.
554	H. Munro	Parkin P.O., Wapella, Assa	640 00
555	T. J. Armstrong	High View, Assa	320 00
556	S. Jonsson	Westbourne, Man	160 00
557	E. Greer	Innisfail, Alta	640 00
558	W. T. Warner	Fletwode, Assa	730 00
562	J. G. Farr	Maple Creek, Assa	320 00
566	T. Munaugh	Whitewood, Assa	1,063 00
570	David A. Best	High View, Assa	640 00
571	R. J. Christie	Yarrow, Alta	160 00
572	Robert Page	Innisfail, Alta	640 00
575	D. Matheson	High View, Assa	640 00
583	Wm. McMillan	High View, Assa	648 00
584	Frank H. Hoard	Montgomery, Assa	805 00
585	Thos. Kerr	High View, Assa	640 00
586	David Wilson	Orange Ridge, Man	640 00
590	D. A. Coleman	Whitewood, Assa	828 00
592	E. H. Botterell	229 St. James St., Montreal, Que	160 00
595	James Quigley	Cochrane, Alta	639 00
600	James Tooke	High View, Assa	640 00
601	William Archibald	Parkin, Assa	1,653 00
604	The Boyd Ranching Co	Carberry, Man	1,880 00
606	Robert B. Warner	Fletwode, Assa	975 00
608	H. M. Morris-Reade	Whitewood Station, Assa	640 00
610	John McDonell	Lake Dauphin, Man	1,040 00
613	B. Long	Clare, Assa	160 00
616	Mrs. A. A. Doig	Kennell, Assa	160 00
619	Chas. Blair	Maple Creek, Assa	2,196 00
620	W. R. Jefferson	Carlyle, Assa	480 00
622	G. L. Weatherald	Glen Adelaide, Assa	320 00
628	Donald Murray	High View, Assa	326 00
632	Sanford McNell	Arcola, Assa	320 00
640	Wm. Boyd	Fairmede, Assa	320 00
643	Thos. Kerr	High View, Assa	160 00
647	G. F. Hirst	Scandinavia, Man	320 00
649	Wm. McCaw	Fitz Maurice, Assa	640 00
652	A. Cumberland	Maple Creek, Assa	320 00
658	Geo. Grassick	Weyburn, Assa	640 00
660	John Dovell	Whitewood, Assa	1,280 00
665	Ricardo & Bevan	Calgary, Alta	303 00
667	Wm. McKinnon	Neepawa, Man	320 00
674	Chas. Lees	Maple Creek, Assa	320 00
680	Jos. Duhaime	Battleford, Sask	800 00
681	J. T. Thompson	Arcola, Assa	640 00
682	H. Bowen	Steep Creek, Sask	251 00
686	Samuel Whiting	Maple Creek, Assa	160 00
689	Donald McKenzie	Whitewood, Assa	320 00
690	Wm. Moore	Maple Creek, Assa	640 00
694	Hugh Munro	Poplar Grove, Wapella, Assa	640 00
695	Wm. Brownlee	High View, Assa	800 00
699	J. H. McNeil	Carlyle, Assa	320 00
700	Wm. Turner	Fletwode, Assa	325 00
702	R. Beatty	Milford, Sask	160 00
705	R. W. Cowan	Big Hill Ck., Cochrane, Alta	1,120 00
706	Jos. Lawford	Percy, Assa	640 00
708	Jos. Burgess	Fletwode, Assa	480 00
709	Thos. Harkness	Fleetwode, Assa	640 00
713	J. T. Krahn	Hochstadt, Man	320 00
714	J. A. W. Fraser	Jumping Pond, Calgary, Alta	480 00
715	Gordon & Ironsides	Prince Albert, Sask	1,120 00
716	Dan. Whipps	Cypress, Assa	1,120 00
718	John McEachen	Carlyle, Assa	640 00
720	Jas. Monkman	Pergola, Man	160 00
722	M. T. Bambridge	Moose Jaw, Assa	640 00
724	Alex. Middleton	Dunmore, Assa	640 00
725	Jas. McDougall	Turnbull, Man	320 00
726	Jas. Gilchrist	Shellmouth, Man	160 00
733	Jas. E. Wilson	Riding Mountain, Man	320 00
740	J. B. Pare	Battleford, Sask	640 00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
741	E. Loder	Kananaskis, Alta.	640·00
744	Rev. J. McDougall	Morley, Alta.	640·00
745	R. S. E. Harrison	Lake Dauphin, Man.	862·00
746	P. Harder	Kleefeld, Man.	80·00
748	J. Lawrence, jr.	Maple Creek, Assa.	1,440·00
749	J. D. Norrish	Nanton, Alta.	480·00
753	John Harvey	Maple Creek, Assa.	640·00
759	Jas. Jackson	Maple Creek, Assa.	707·00
762	E. Clayton	Maple Creek, Assa.	640·00
764	John Kidd, sr.	Fairmede, Assa.	320·00
765	D. C. Morrison	Cochrane, Alta.	160·00
771	Gordon & Ironsides	Winnipeg, Man.	320·00
773	Alex. Turnbull	Gleichen, Alta.	378·00
774	Joseph Burgess	Fletwode, Assa.	240·00
777	Raikes & Lawford	Pine Lake, Alta.	160·00
785	T. H. Garry	Yorkton, Assa.	800·00
794	D. M. T. Powell	Moosomin, Assa.	160·00
797	W. C. Wells	Palliser, B.C.	2,400·00
798	C. F. Pretty	New Westminster Dist., B.C.	263·00
799	Rev. J. McDougall	Morley, Alta.	1,280·00
801	F. Ricks	Morley, Alta.	320·00
804	Donald McIver	Fairmede, Assa	320·00
809	A. B. McRae	Glenmorris, Assa.	160·00
813	M. A. Murray	Jumping Pond, Alta.	640·00
817	W. E. Schraeder	Red Deer, Alta.	320·00
822	B. P. Alford	Pine Lake P.O., Alta.	320·00
823	Alex. Martin	Mitford, Alta.	320·00
825	M. J. Herbert	Pine Lake P.O., Alta.	640·00
831	E. Beliveau	Battleford, Sask.	640·00
837	R. E. Fisk & W. A. Thompson	Red Deer, Alta.	640·00
840	Lusk Bros.	Canmore, Alta.	640·00
841	Wm. Edge	Mitford, Alta.	640·00
843	Thomas Kerr	High View, Assa.	160·00
845	C. E. Weatherald	Glen Adelaide, Assa.	320·00
846	E. A. Wyndham	Pine Lake P.O., Alta	320·00
849	P. B. Alford	Pine Lake P.O., Alta.	320·00
852	W. T. Clements	Fairmede, Assa.	640·00
854	Levi Havens	Wawota, Assa.	640·00
855	John McEachen	Clare, Assa.	320·00
856	L. McKinnon	Dunbow, Alta.	6·00
860	R. & E. Gray	Red Deer, Alta.	1,280·00
862	J. J. Bruce	Radnor via Cochrane, Alta.	307·00
863	F. H. Towers	Mitford, Alta.	1,920·00
864	R. E. Bonar	High View, Assa.	640·00
868	G. W. Quick	Maple Creek, Assa.	960·00
869	D. White	Maple Creek, Assa.	320·00
871	F. A. Jackson	Calgary, Alta.	160·00
872	A. Sibbald	P.O. Box 266, Calgary, Alta.	480·00
873	H. E. Sibbald	Jumping Pond, Alta.	320·00
874	W. Bell-Irving	Mitford, Alta.	2,080·00
877	W. D. Kirfoot	Mitford, Alta.	3,040·00
878	James Jackson	Maple Creek, Assa.	320·00
879	D. Finlayson	Battleford, Sask.	672·00
880	J. M. Wilson	Maple Creek, Assa.	1,920·00
881	V. F. Neis	Lamerton, Alta.	85·00
882	H. F. Maunsell	Macleod, Alta.	1,120·00
883	Joseph Fisher	Millarville, Alta.	320·00
886	E. A. Healy	Yorkton, Assa.	160·00
887	R. Campbell	Maple Creek, Assa.	1,280·00
888	Wm. Nicol	Maple Creek, Assa.	640·00
890	Thos. M. Weatherald	Glen Adelaide, Assa.	640·00
891	H. F. Lawrence	Pine Lake, Alta.	1,280·00
895	W. F. H. Collie	Moner, Man.	320·00
899	A. B. McRae	Cannington Manor, Assa.	91·00
901	J. McGarry	Maple Creek, Assa.	1,920·00
902	J. A. Fleming	Maple Creek, Assa.	640·00
903	R. Ronsay	Yorkton, Assa.	320·00

LESSEES of Grazing Lands—*Continued.*

No.	Name.	Address.	Area in Acres.
904	G. Tranter	Maple Creek, Assa.	640 00
906	John Marrot	Canmore, Alta.	746 00
909	A. Middleton	Dunmore, Assa.	160 00
910	J. L. Thompson	Arcola, Assa.	640 00
914	James Walsh	Cochrane, Alta.	320 00
915	Joseph Burgess	Fletwode, Assa.	320 00
916	H. R. A. Pevere	Riga, Moosomin, Assa.	160 00
918	J. A. Black	Springbank, Alta.	640 00
919	C. Blair	Maple Creek, Assa.	640 00
922	Wm. Stewart	Calgary, Alta.	640 00
923	W. J. Turton	Cannington Manor, Assa.	1,440 00
925	R. P. Allerd	Pine Lake, Alta.	320 00
926	P. Jonsson	Geyser, Man.	80 00
930	Isaac Fleming	Maple Creek, Assa.	320 00
933	C. E. Weatherall	Glen Adelaide, Assa.	640 00
935	J. C. Warren	Millarville, Alta.	320 00
939	E. Code	Red Deer, Alta.	320 00
940	A. Taylor	Bresaylor, Sask.	480 00
944	James Quantock	Cardston, Alta.	640 00
946	W. D. Cavan	Dunmore, Assa.	160 00
947	W. D. Cavan	Dunmore, Assa.	160 00
952	Hugh Kappen	Arcola, Assa.	320 00
953	F. A. Clement	Fairmede, Assa.	640 00
966	J. & R. Copithorne	Jumping Pond, Alta	640 00
968	L. Havens	Wawora, Assa.	320 00
971	W. J. Killett	Maple Creek, Assa.	640 00
978	S. F. Fawsett	Maple Creek, Assa.	320 00
979	C. P. Healey	Jumping Pond, Alta.	480 00
980	J. A. W. Fraser	Jumping Pond, Alta.	2,560 00
986	C. Sanders	Maple Creek, Assa.	1,280 00
988	A. E. Cameron	High View, Assa.	320 00
991	J. S. Blake	Livingstone, Alta.	150 00
992	C. H. Love	Red Deer, Alta.	640 00
995	D. P. McDonald	Cochrane, Alta.	320 00
998	D. Osborne	Fleming, Assa.	160 00
1001	H. Hocklings	Calgary, Alta.	480 00
1017	Patrick Drummond	Jumping Pond, Alta.	160 00
1021	Jos. Clement	Mitford, Alta.	640 00
1027	Ebenezer Healy	Calgary, Alta.	320 00
1029	Wm. W. Arnold	Lethbridge, Alta.	308 00
1030	Thos. Johnson	Maple Creek, Assa.	1,280 00
1037	J. A. W. Fraser	Jumping Pond, Alta.	640 00
1038	G. A. Love	Red Deer, Alta.	640 00
1041	C. H. Clements	Fairmede, Assa.	320 00
1044	W. R. Moseley	Priddis, Alta.	320 00
1047	C. H. Seymour	Red Deer, Alta.	320 00
1048	Sarnia Ranche Co.	Sarnia, Ont.	15,360 00
1052	H. Fraser	Canmore, Alta.	242 00
1053	G.& I. Blackwood & Co.	Whitewood, Assa.	160 00
1054	Bateman & Wood	Jumping Pond, Alta.	320 00
1055	John A. Kerr	High View, Assa.	160 00
1057	J. Garry	Yorkton, Assa.	320 00
1058	A. J. Shaw	Mitford, Alta.	320 00
1061	E. Harman	Fletwode, Assa.	480 00
1062	Peter Ronsay	Yorkton, Assa.	640 00
1064	P. Doyle	Moose Jaw, Assa.	640 00
1065	Leeson & Scott	Calgary, Alta.	320 00
1066	R. Cummings	Fletwode, Assa.	320 00
1068	W. Huckvale	Many Berries Ck., Coutts, Alta.	1,280 00
1069	W. W. Wilson	Gleichen, Assa.	320 00
1070	C. David	Duhamel, Alta.	160 00
1072	Hull Bros.	Calgary, Alta.	1,280 00
1073	A. Day	Battleford, Sask.	1,280 00
1074	F. Jones	Fletwode, Assa.	1,280 00
1075	C. Blair	Maple Creek, Assa.	320 00
1076	J. & R. Copithorne	Jumping Pond, Alta.	1,280 00
1079	J. Mackay	Rosebud, Alta.	160 00

Lessees of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1080	A. P. Welsh	Millarville, Alta	640·00
1082	Joseph Girard	Fletwode, Assa	1,920·00
1086	H. & J. Bourne	Sheppard, Calgary, Alta	639·00
1088	W. J. Lee	Turnbull P.O., Shellmouth, Man	640·00
1093	Chas. Davis	Whitewood, Assa	160·00
1095	J. B. Huddlestone	Josephburg, Assa	320·00
1099	J. A. Turner	Millarville, Alta	270·00
1101	R. B. Warner	Fletwode, Assa	480·00
1107	John Lawrence	Maple Creek, Assa	960·00
1109	E. W. Rackstraw	Whitewood, Assa	2,080·00
1112	McLeay & Brown	Irvine, Assa	960·00
1113	Ovide Blouin	Duhamel, Alta	146·00
1114	J. D. Norrish	Nanton, Alta	1,280·00
1116	F. S. Blake	Livingstone, Assa	160·00
1117	L. C. Brown	Josephburg, Assa	480·00
1118	Chas. Lees	Maple Creek, Assa	480·00
1119	W. J. Latimer	Calgary, Alta	160·00
1120	Jas. Dupe	Whitewood, Assa	960·00
1121	J. Lantier	Fletwode, Assa	1,280·00
1122	J. B. Scott	Wetaskiwin, Alta	100·00
1123	W. J. Wilson	Clare, Assa	320·00
1125	Wm. Harkness	Fletwode, Assa	640·00
1126	Johann Oswald	Steinbach, Man	160·00
1127	G. F. Pownall	Davisburg, Alta	320·00
1128	J. G. Beedie	Poplar Grove, Assa	160·00
1129	C. G. Healey	Jumping Pond, Alta	640·00
1132	Thos. Reid	Whitewood, Assa	160·00
1135	Wm. Hinde	Calgary, Alta	640·00
1136	Murton & Ingham	Calgary, Alta	640·00
1137	T. H. Tinney	Medicine Hat, Assa	1,280·00
1138	R. Turner	Calgary, Alta	160·00
1139	D. McAlpine	Walsh, Assa	2,400·00
1140	McLaughlin Bros	Medicine Hat, Assa	640·00
1141	J. Cockbaine	Cochrane, Alta	2,018·00
1142	Wm. Archibald	Poplar Grove, Assa	480·00
1143	D. A. McCallum	Nanton, Alta	480·00
1144	J. Colard	Wolseley, Assa	320·00
1146	J. E. M. Leeds	New Oxley, Alta	1,280·00
1147	O. Blouin	Duhamel, Alta	114·00
1150	A. J. Prongua	Battleford, Sask	640·00
1154	J. H. Metcalfe	Westbourne, Man	320·00
1156	L. Perry	Kleczkowski, Assa	160·00
1158	J. Quesnelle	Maple Creek, Assa	640·00
1159	Mrs. Jane Abbott	Graburn, Assa	166·00
1160	S. G. Pardoe	Devil's Pine Lake, Alta	160·00
1161	T. Stewart	Whitewood, Assa	320·00
1162	C. Lyons	Whitewood, Assa	320·00
1170	W. Moodie	Millarville, Alta	640·00
1171	McLachlan Bros	Medicine Hat, Assa	320·00
1172	G. B. Cook	Calgary, Alta	640·00
1173	R. Hillhouse	Broadview, Assa	160·00
1174	Gordon Healy	Calgary, Alta	640·00
1177	J. D. Freeman	Millarville, Alta	640·00
1178	J. Lambie	Maple Creek, Assa	640·00
1180	H. Letts	Edwill, Alta	320·00
1181	Wm. Gier	Okotoks, Alta	480·00
1182	F. W. Butler	Mitford, Alta	160·00
1184	T. J. Pearson	Regina, Assa	160·00
1185	J. B. Cheesbrough	Red Deer, Alta	158·00
1186	R. E. Fiske	Red Deer, Alta	320·00
1187	P. St. Dennis	Maple Creek, Assa	1,120·00
1188	Young & Major	Seaburn, Man	1,280·00
1191	S. Brown	Millarville, Alta	253·00
1192	E. J. Botterell	Montreal, Prov. Que	640·00
1193	F. A. Massack	Millarville, Alta	160·00
1194	T. H. Tinney	Medicine Hat, Assa	659·00
1195	A. Loudon	Colleston, Sask	160·00

LESSEES of Grazing Lands—*Continued.*

Ranch No.	Name.	Address	Area in Acres.
1196	R. F. Starke..	Medicine Hat, Assa..	1,440 00
1198	A. H. Eckford..	High River, Alta..	640 00
1199	T. Harkness..	Fletwode, Assa..	1,120 00
1200	J. B. Scott..	Wetaskiwin, Alta..	17 00
1201	Jas. Martin..	Maple Creek, Assa..	1,280 00
1202	J. C. Hargrave..	Walsh, Assa..	3,005 44
1203	F. S. Blake..	Livingstone, Alta..	313 00
1205	T. E. Watson..	Dalesboro, Assa..	640 00
1209	L. Simonin..	Lake Chapleau, Assa..	640 00
1210	H. Erickson..	Red Deer, Alta..	160 00
1213	F. W. Chamberlain..	Whitewood, Assa..	640 00
1214	H. Hone..	Priddis, Alta..	320 00
1217	D. Carter..	Fish Creek, Alta..	160 00
1218	S. Grimson..	Red Deer, Alta..	160 00
1220	Messrs. Spencer et al..	Sunnyside, Montana, U.S.A.	69,120 00
1221	Messrs. Farley & Wright..	Red Deer, Alta..	320 00
1222	S. A. Harnett..	Innisfail, Alta..	320 00
1223	J. Drader..	Winnipeg, Man..	960 00
1225	J. Lawrence..	Maple Creek, Assa..	640 00
1226	L. Chauvancy..	Fletwode, Assa..	640 00
1227	W. A. Douglas..	Maple Creek, Assa..	640 00
1228	S. Brown..	Okotoks, Alta..	160 00
1229	M. Bowker..	Calgary, Alta..	320 00
1233	Blache Bros..	Springbank, Alta..	640 00
1237	P. C. Barnard-Hervey..	Calgary, Alta..	320 00
1238	J. McG. Young..	Calgary, Alta..	640 00
1240	C. Lees..	Maple Creek, Assa..	160 00
1241	J. T. McKnight..	Calgary, Alta..	57 00
1243	A. Wilton..	Whitewood, Assa..	640 00
1244	W. C. Skrine..	High River, Alta..	640 00
1245	W. G. Adams..	Conlee, Maple C'k, Assa	1,280 00
1246	J. Fisher..	Millarville, Alta..	160 00
1249	N. Williams..	Millarville, Alta..	480 00
1252	Samson & MacNaughton..	Calgary, Alta..	640 00
1257	A. Young..	Calgary, Alta..	320 00
1258	T. W. Johnston..	Moffat, Assa..	640 00
1261	W. F. Wilson..	Brandon, Man..	5,000 00
1262	N. Harper..	Calgary, Alta..	160 00
1263	J. Reboul..	Fletwode, Assa..	320 00
1266	J. W. Isaac..	Kleefeld, Man..	160 00
1267	A. White..	Whitewood, Assa..	1,280 00
1268	O. Nicoll..	Solsgirth, Man	1,280 00
1269	E. H. Moore..	Prince Albert, Sask..	1,120 00
1271	J. B. Scott..	Dried Meat Lake, Duhamel, Alta	118 00
1272	J. Martin..	Maple Creek, Assa..	640 00
1273	W. M. Garment..	Crowstand, Assa..	160 00
1274	W. B. Young..	Maple Creek, Assa..	960 00
1276	W. H. Meyers..	Prince Albert, Sask..	480 00
1277	W. Brankenridge..	Maple Creek, Assa..	2,240 00
1278	A. Gauzee..	Marguerite, Assa..	640 00
1279	F. Burton..	Lyndon, Alta..	320 00
1280	Jean Martin..	Fletwode, Assa..	640 00
1281	P. Currie..	Whitewood, Assa..	640 00
1282	D. Kearns..	Maple Creek, Assa..	1,280 00
1283	L. Perry..	Montmartre, Man..	160 00
1284	W. Harkness..	Fletwode, Assa..	320 00
1289	C. M. Wallace..	Forest Farm, Assa..	160 00
1290	S. Carson..	Forest Farm, Assa..	320 00
1293	R. H. Yorke..	Broadview, Assa..	160 00
1296	W. Jackson..	Medicine Hat, Alta..	160 00
1299	James Duke..	Whitewood, Assa..	640 00
1300	Chas. S. Eggleton..	Cannington, Alta..	18 00
1304	E. Heidy..	Calgary, Alta..	80 00
1310	Hunter Bros..	Cannington, Alta..	640 00
1313	A. P. Welsh..	Millarville, Alta..	320 00
1314	W. H. Thompson..	Carnduff, Assa..	160 00
1315	W. R. Moseley..	Priddis, Alta..	320 00

Lessees of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1316	A. Agrew..	Red Deer, Alta..	315·00
1317	F. King..	Cochrane, Alta..	640·00
1318	C. Chouinard	Cochrane, Alta..	1,280·00
1319	J. Cooper..	Cochrane, Alta..	160·00
1321	Brown Ranche Co. (Ld.)..	Rat Portage, Ont..	17,000·00
1324	G. W. Quick..	Maple Creek, Assa..	640·00
1329	Smith & Lee..	High River, Alta..	640·00
1330	W. J. Birney-Brown..	Cochrane, Alta..	640·00
1335	G. A. Trent..	Walsh, Assa..	1,120·00
1336	L. C. Brown..	Josephburg, Assa..	320·00
1337	C. Turner..	Wellwood, Man..	640·00
1338	W. Toppings..	Fitzmaurice, Assa..	800·00
1339	E. J. Kieran..	Calgary, Alta..	320·00
1340	C. Gorrell..	Carberry, Man..	320·00
1341	J. Loptron..	Westbourne, Man..	160·00
1342	R. Mitchell..	Medicine Hat, Assa..	300·00
1344	J. Harvey..	Maple Creek, Assa..	960·00
1345	J. H. McEwen	Nanton, Alta..	320·00
1349	D. Carter..	Fish Creek, Alta..	320·00
1350	A. B. Carl..	Medicine Hat, Assa..	320·00
1353	S. R. Janes..	Red Deer, Alta..	640·00
1356	E. Waines..	Springbank, Alta..	320·00
1357	J. Arnell..	Calgary, Alta..	640·00
1358	J. Hockin..	Lacombe, Alta..	640·00
1359	J. Lynch..	Calgary, Alta..	320·00
1360	J. Lawrence..	Maple Creek, Assa..	320·00
1361	S. H. Mayhood..	Calgary, Alta..	160·00
1362	D. Thorburn	Davisburg, Alta..	411·00
1363	W. Carson..	Whitewood, Assa..	320·00
1366	G. F. Beere..	Macleod, Alta..	400·00
1367	Dr. F. W. Shaw..	Carberry, Man..	160·00
1370	C. Cumming..	Fletwode, Assa..	1,280·00
1371	J. Reboul..	Fletwode, Assa..	320·00
1372	T. Huckerby	Fletwode,Assa..	160·00
1373	A. Chennells..	Maple Creek, Assa..	640·00
1374	H. C. Neis	Lamerton, Alta..	97·00
1375	L. Raincock	Westbourne, Man..	320·00
1379	W. E. Smith..	Wild Cat, Livingstone, Alta..	320·00
1382	John Lineham..	Okotoks, Alta..	320·00
1383	Jos. Edwards..	Tumbell, Man..	640·00
1384	A. B. Hassett..	Maple Creek, Assa..	160·00
1386	W. L. Christie..	High River, Alta..	480·00
1387	R. Mitchell..	Medicine Hat, Assa..	600·00
1388	A. Martin..	Cochrane, Alta..	1,120·00
1390	C. D. Strong..	Walsh, Assa..	160·00
1391	D. McEachen..	Grand Valley, Cochrane, Alta..	320·00
1392	G. A. Reid..	Cochrane, Alta..	1,325·00
1393	F. W. Peacock..	Maple Creek, Assa..	175·00
1394	Messrs. Adams & King..	Calgary, Alta..	800·00
1395	A. Wallis..	Calgary, Alta..	129·00
1396	M. Lantier..	Fletwode, Assa..	640·00
1398	H. Fraser..	Canmore, Alta..	640·00
1399	A. Herr..	Brice, Alta..	320·00
1400	J. Cheyne..	Oxbow, Assa..	640·00
1401	J. Dixon..	Maple Creek, Assa..	960·00
1402	C. Cullen..	Calgary, Alta..	160·00
1404	B. S. Lloyd..	Calgary, Alta..	320·00
1406	A. Munro..	Whitewood, Assa..	640·00
1411	W. Wood..	Broadview, Assa..	160·00
1412	J. F. Clements..	Brookside, Assa..	160·00
1414	R. H. Yeo..	Brookside, Assa..	320·00
1416	T. E. Jackson..	Calgary, Alta..	320·00
1417	S. T. Clements..	Brookside, Assa..	160·00
1421	A. Shaw..	Medicine Hat, Assa..	640·00
1422	W. Hill..	Medicine Hat, Assa..	160·00
1423	P. B. Cleland..	Midnapore, Alta..	160·00
1426	A. N. Johnson..	Jumping Pond, Alta..	160·00

LESSEES of Grazing Lands—*Continued.*

Number	Name	Address	Area in Acres
1427	C. M. Thrower	Oxbow, Assa.	320·00
1428	Chas. Perry	Cochrane, Alta.	320·00
1429	Jos. Dixon	Maple Creek, Assa.	320·00
1431	J. B. Lindsay	Medicine Hat, Assa.	640·00
1435	J. Stephens	Calgary, Alta.	320·00
1440	Jos. Anderson	Castleavery, Man.	320·00
1442	R. E. Starke	Medicine Hat, Assa.	1,760·00
1445	W. & A. Reid, R. E. Tyner, C. Tyner, J. Tyner	Pigeon C'k, Ponoka, Alta.	1,280·00
1446	W. E. Wilson	Brandon, Man.	17,000·00
1448	John Colard	Fleetwode, Assa.	320·00
1452	J. H. Metcalfe	Westbourne, Man.	370·00
1457	J. R. Allan	Macleod, Alta.	320·00
1458	E. F. Cummings	Macleod, Alta.	52·00
1457	John Thordarson	Big Point, Wild Oak P.O., Man	160·00
1458	The Lethbridge Sheep Co	Lethbridge, Alta.	2,100·00
1461	Chas. A. Wood	Pine Lake, Alta.	1,280·00
1462	The Sheep Creek Ranching Co.	Calgary, Alta.	160·00
1463	D. McDougall	Millward, Alta.	1,440·00
1464	G. W. Wood	Pine Lake, Alta.	1,280·00
1465	Wm. Harkness	Fleetwode, Assa.	1,120·00
1466	John Manson	Didsbury, Alta.	320·00
1467	J. B. Goetz	Red Deer, Alta.	640·00
1469	H. Norman Sheppard	Pekisko, Alta.	640·00
1473	Jas. Markle	Kissina, Assa.	320·00
1474	J. A. W. Fraser	Calgary, Alta.	640·00
1476	John Deis	Balgonie, Assa.	160·00
1479	Jules Gagné	Battleford, Sask.	160·00
1482	J. C. Warner	Fleetwode, Assa.	640·00
1486	A. Sikkenen	New Finland, Assa.	640·00
1488	B. B. Allen	Davisburg, Alta.	640·00
1489	J. McKay	Whitewood, Assa.	320·00
1491	A. S. Maloney	Davisburg, Alta.	320·00
1500	F. Clark	Dundurn, Assa.	320·00
1501	Yalaree Ranche Co.	Calgary, Alta.	640·00
1502	Mrs. A. Hammond	Winnipeg, Man.	480·00
1503	G. F. Pownall	Davisburg, Alta.	160·00
1505	G. Bell	Millarville, Alta.	100·00
1507	P. Le Chat	Battleford, Sask.	960·00
1508	R. A. Teskey	Calgary, Alta.	320·00
1509	J. Poitras	Battleford, Sask.	480·00
1511	W. B. Thorne	High River, Alta.	160·00
1512	W. J. McLaren	Okotoks, Alta.	480·00
1513	E. Healy	Calgary, Assa.	160·00
1515	W. Geo. Castle	Panima, Alta.	320·00
1517	Henry Clayton	Calgary, Alta.	1,120·00
1518	Alan Sproat	Innisfail, Alta.	640·00
1519	Geo. Ambrose	Maple Creek, Assa.	640·00
1520	John Gravy	Hyde, Assa.	320·00
1522	A. H. Salmon	Riga, Assa.	160·00
1523	E. P. Crenguist	Red Deer, Alta.	160·00
1525	S. J. Reinhardt	Calgary, Alta.	160·00
1526	D. J. Simpson	Calgary, Alta.	160·00
1527	J. Burke	Rosebud, Assa.	640·00
1528	P. Sullivan	Calgary, Alta.	640·00
1529	P. Beveridge	Springbank, Alta.	160·00
1531	O. Johannsen	Saskatoon, Assa.	320·00
1532	H. B. Cossar	Calgary, Alta.	320·00
1534	R. Fenwick	Crystal, Assa.	160·00
1535	Conrad Bros.	Lethbridge, Alta.	640·00
1537	E. Jonson	Calgary, Alta.	320·00
1538	Chas. Reis	Stone Grove, Alta.	160·00
1539	W. D. Lineham	Cremona, Alta.	160·00
1540	Geo. W. Green	Red Deer, Alta.	640·00
1541	Myles McArthur	Whitewood, Assa.	320·00
1542	L. Hinkson	Pine Lake, Alta.	160·00
1543	H. Garlough	Panther Creek, Alta.	640·00

LESSEES of Grazing Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1544	Mrs. A. E. Hayes..	Calgary, Alta..	160·00
1546	Adams & Nuttall..	Maple Creek, Assa..	320·00
1547	Albert Todd..	Wolseley, Assa..	160·00
1554	Thos. Birnie..	Calgary, Alta..	640·00
1556	Jos. Hope..	Calgary, Alta..	160·00
1557	W. L. Christie..	High River, Alta..	640·00
1558	R. O. Sykes..	Stand Off, Alta..	480·00
1559	A. L. T. D'Eyncourt..	Calgary, Alta..	1,120·00
1560	R. G. Williamson..	Swift Current, Assa..	2,560·00
1561	Alex. Martin..	Cochrane, Alta..	640·00
1562	A. Hanson..	Fletwode, Assa..	160·00
1563	The Bow River Horse Ranche Props..	Mitford, Alta..	1,912·00
1564	Jas. John Day..	Battleford, Sask..	640·00
1565	Thos. P. McHugh..	Gleichen, Alta..	1,280·00
1566	John Lineham..	Okotoks, Alta..	1,215·26
1568	R. G. Armstrong..	Graburn, Assa..	640·00
1569	W. N. Janes..	Gladys, Alta..	480·00
1575	W. H. A. Auger..	Maple Creek, Assa..	320·00
1577	Bernard McKevitt..	Calgary, Alta..	160·00
1578	Donald Cameron..	Medicine Hat, Assa..	1,920·00
1583	R. T. Kidd..	Fairmede, Assa..	160·00
1587	G. Wetmon & Son..	Medicine Hat, Assa..	320·00
1590	Messrs. Spencer et al..	Medicine Hat, Assa..	22,000·00
1591	Harold Mackintosh..	Livingstone, Alta..	160·00
1592	David Erickson..	Fletwode, Assa..	160·00
1594	Geo. Boston..	Cochrane, Alta..	160·00
1595	Geo. Ward..	Calgary, Alta..	320·00
1596	Bland Herring..	Macleod, Alta..	320·00
1597	Frank Collicutt..	Calgary, Alta..	640·00
1598	T. C. W. Riley & F. R. Riley..	Calgary, Alta..	480·00
1600	W. A. Lyndon..	Lyndon, Alta..	320·00
1603	G. Ward..	High River, Alta..	640·00
1604	A. B. Carle..	Medicine Hat, Alta..	320·00
1607	A. Young..	Calgary, Alta..	160·00
1608	T. E. Jackson..	Calgary, Alta..	160·00
1609	Thos. H. Webb..	Medicine Hat, Alta..	160·00
1610	Robert Mitchell..	Russell, Man..	640·00
1612	Alfred P. Welsh..	Millarville, Alta..	160·00
1613	Jos. H. Boston..	Grand Valley, Alta..	160·00
1618	C. A. Peterson..	Maple Creek, Assa..	300·00
1621	Harold W. H. Riley..	Calgary, Alta..	160·00
1622	Samuel Lindsay..	Whitewood, Assa..	160·00
1623	Wm. Bruce..	Calgary, Alta..	640·00
1625	Chas. Cummings..	Fletwode, Assa..	640·00
1628	W. Harkness..	Hazelwood, Assa..	320·00
1630	David Hamilton..	Medicine Hat, Assa..	640·00
1633	Walker & Creighton..	Morley, Alta..	320·00
1634	John Brewster..	Banff, Alta..	1,280·00
1635	Robt. M. T. Elson..	Medicine Hat, Assa..	2,240·00
1640	George Bell..	Millarville, Alta..	160·00
1648	Thos. Dodd..	Kissina, Assa..	320·00
1651	The Macmillan Ranche Co..	Calgary, Alta..	400·00
1653	Francis Wright..	Dunmore, Assa..	320·00
1654	W. H. Edge..	Cochrane, Alta..	640·00
1655	David C. McKenzie..	Calgary, Alta..	640·00
1660	L. Hinkson..	Pine Lake, Alta..	640·00
1661	Chas. F. McLeod..	Red Deer, Alta..	1,280·00
1662	C. B. McCallum..	Innisfail, Alta..	160·00
1663	W. H. Price..	High River, Alta..	160·00
1664	Wm. Harkness..	Hazelwood, Assa..	320·00
1665	C. W. E. Gardiner..	Macleod, Alta..	320·00
1666	Thos. H. Cullen..	Calgary, Alta..	160·00
1667	Thos. W. Robertson..	High River, Alta..	960·00
1668	Wm. Moodie..	Millarville, Alta..	320·00
1669	P. J. Nelson..	Maple Creek, Assa..	800·00
1670	Messrs. F. C. Vigar & J. Knudson..	Gleichen, Alta..	160·00
1671	William Kerr..	Maple Creek, Assa..	320·00

Lessees of Grazing Lands—*Continued.*

Range No.	Name.	Address	Area in Acres.
1673	John Murray..	Maple Creek, Assa..	320 00
1677	John Haigh..	Cochrane, Alta.. ..	812 00
1678	John Lytle..	Balgonie, Assa.. ..	160 00
1681	Jacob Boessler.	Grenfell, Assa..	320 00
1686	Richard Newby	Maple Creek, Assa	320 00
1686	G. H. Maunsell..	Calgary, Alta.. ..	640 00
1688	H. A. Crofton..	Calgary, Alta..	1,280 00
1692	Alexander Eddy..	Medicine Hat, Assa	320 00
1693	Jas. W. Dunnick	Medicine Hat, Assa..	320 00
1695	R. A. McDonald.	Calgary, Alta..	640 00
1698	J. Cook..	Cochrane, Alta.. ..	160 00
1699	Levi Harker..	Magrath, Alta.. ..	5,241 00
1700	Jasper J. Head.	Magrath, Alta	5,881 00
1701	D. M. Murray..	High View, Assa.. .	160 00
1702	W. H. Turner..	Fletwode, Assa.. ..	160 00
1703	Alcide Marcotte	Duck Lake, Sask.. ..	800 00
1704	Wm. J. Latimer	Calgary, Alta.. .. .	160 00
1705	Samuel McCaw..	Hazelwood, Assa.. ..	640 00
1706	J. R. Perry..	Calgary, Alta.. ..	1,280 00
1707	Supt. Gen'l of Indian Affairs.	Ottawa, Ont..	1,280 00
1708	Chas. Lee..	Tumbell, Man.. ..	1,520 00
1709	Albert Wilton..	Whitewood, Assa.. .	320 00
1710	Edward Carss..	Lumsden, Assa..	320 00
1711	Robert Armstrong	High View, Assa..	160 00
1712	James Martin..	Maple Creek, Assa..	960 00
1713	Thos. Harkness..	Hazelwood, Assa ..	320 00
1714	W. Anderson..	Lineham, Alta	70 00
1717	W. Hodgkinson ..	Calgary, Alta.. .. .	640 00
1719	F. McRae..	Brookside, Assa	320 00
1721	J. Peddie & J. T. Rogers.	Russell, Man..	5,120 00
1722	Isaac Mick	Whitewood, Assa.. .	640 00
1724	Mrs. A. Hammond	Winnipeg, Man.. ..	640 00
1725	David Bristow ..	Grierson, Alta..	160 00
1730	Wm. Harkness.	Fletwode, Assa.. ..	320 00
1738	S. Gibson..	Napanee, Ont..	640 00
1739	John Latimer..	Conlee, Assa .	160 00
1740	J. J. Quail	Medicine Hat, Assa	1,280 00
1741	Geo. W. Johnson	Horse Ck. Cochrane, Alta	640 00
1742	Edward Clark..	Medicine Hat, Assa..	5,120 00
1743	Geo. A. Trent..	Graburn, Assa..	1,120 00
1744	Guy F. Pownall	Davisburg, Alta..	640 00
1745	C. A. Magrath..	Lethbridge, Alta.	70 00
1746	J. J. Gemmell	Red Deer, Alta..	1,280 00
1747	Alex. Gow	Graburn, Assa..	5,600 00
1749	A. E. Cameron..	High View, Assa..	320 00
1750	Geo. Trenter..	Maple Creek, Assa	320 00
1751	Fred A. Jackson..	Millarville, Alta....	320 00
1752	Jas. McBean..	Graburn, Assa.. ..	320 00
1755	Herbert G. Dunn..	Maple Creek, Assa.	320 00
1758	Joshua Davies..	Lethbridge, Alta..	320 00
1759	Isaac Fleming..	Maple Creek, Assa.	320 00
1760	N. D. Keeley..	Manitou, Man.	160 00
1762	Wm. Houghton..	Medicine Hat, Assa	160 00
1764	Robt. W. Baker.	Hazelwood, Assa.. ..	160 00
1765	Finlay Kennedy..	Whitewood, Assa.. .	160 00
1767	Fred. Smith.. ..	Medicine Hat, Assa	80 00
1774	H. Elsmal..	Innisfail, Alta	320 00
1775	Wm. Gemmell ...	Whitewood, Assa.. .	320 00
1777	Jas. Thurber.. ..	Calgary, Alta	640 00
1785	Geo. Allison.. ..	Souris, Man.. ..	320 00
1786	Lewis F. Pundy.	Medicine Hat, Assa	320 00
1789	E. Harker.. ..	Claresholm, Alta.. ..	320 00
1790	C. Briggs	Cochrane, Alta	1,280 00
1791	P. Lockhart	Crystal Plain, Assa	320 00
1792	F. O. Sissons..	Medicine Hat, Assa	160 00
1793	R. P. Cuper	Woolchester, Assa..	320 00
1794	W. S. Tait	Calgary, Alta.. .. .	320 00

LESSEES of Grazing Lands—*Concluded.*

Ranche No.	Name.	Address.	Area in Acres.
1795	J. Hilton..	Heron, Assa..	160·00
1796	Wm. Croft..	Maple Creek, Assa..	1,600·00
1797	E. H. Botterell	Montreal, P.Q..	640·00
1798	C. D. Strong..	Walsh, Assa..	996·00
1806	John Irving..	Disley, Assa..	160·00
1808	George Morrison..	Calgary, Alta..	160·00
1810	W. H. Dodd..	Kissina, Assa..	160·00
1817	E. A. DeNevers..	Fairmede, Assa..	160·00
1819	C. Briggs..	Graburn, Assa..	320·00
1820	T. H. Cullen..	Calgary, Alta..	800·00
1822	David Sheppard..	Oxbow, Assa..	160·00
1823	Edward Schneider..	Cochrane, Alta..	640·00
1824	Thomas Riley..	Calgary, Alta..	320·00
1825	William Smith	Lumsden, Assa..	320·00
1826	Thomas O'Flynn..	DeWinton, Alta..	160·00
1827	W. B. Dixon..	Maple Creek, Assa..	320·00
1828	Walter S. Sparks..	American Falls, Idaho, U.S.A.	640·00
1829	Robert Scott..	Eagle Butte, Assa..	2,240·00
1830	James McKenzie..	Coutts, Alta..	1,280·00
1831	James Mann..	Maple Creek, Assa..	160·00
1832	C. Schulz....	Calgary, Alta..	1,280·00
1833	Wm. Harkness..	Hazelwood, Assa..	160·00
1834	Ernest J. Peachy..	Medicine Hat, Assa..	960·00
1835	John C. Hargrave..	Medicine Hat, Assa	824·80
1836	Robert Cummings..	Fletwode, Assa..	640·00
1837	John H. Spencer..	Medicine Hat, Assa..	235·00
1838	Robert Greenwood..	Pine Lake, Alta..	640·00
1839	Robert McGaw..	Hazelwood, Assa..	960·00
1840	F. H. Wolly-Dod....	Calgary, Alta	320·00
1841	Arthur Blythman..	Maple Creek, Assa	480·00
1842	J. F. Minor..	Maple Creek, Assa..	320·00
1843	Frank C. Haydork..	Maple Creek, Assa..	320·00
1844	Andrew Young..	Calgary, Alta..	160·00
1845	Wm. Chapman..	Fitzmaurice, Assa..	320·00
1846	J. J. Clements..	Fairmede, Assa..	320·00
1847	Wm. Scott..	Woolchester, Assa	320·00
1848	A. B. Carle..	Medicine Hat, Assa..	320·00
1849	Heikki Maki..	Wapella, Assa..	160·00
1850	George Marlin..	Wolseley, Assa..	160·00
1851	J. Brynitson..	Pine Lake, Alta..	160·00
1852	T. C. Allan..	Medicine Hat, Assa..	160·00
1853	W. T. Gibson..	Coulee, Assa..	160·00
1854	Amos Rowe..	Calgary, Alta..	320·00
1855	Herbert Gobett..	Medicine Hat, Assa..	320·00
1856	Mrs. Lizzie Hamilton..	Woolchester, Assa..	320·00
1857	Albert Dash..	Hillesden, Assa	160·00
1858	E. Latellier..	Sintaluta, Assa..	640·00
1859	Vigar & Knudson....	Gleichen, Alta..	480·00
1860	C. C. Cooke..	Grenfell, Assa..	160·00
1861	William Small..	Maple Creek, Assa..	320·00
1862	R. P. Comer..	Eagle Butte, Med. Hat, Assa..	640·00
1863	F. Moorehouse..	Calgary, Alta..	640·00
1864	Dr. A. R. Turnbull..	Moose Jaw, Assa..	640·00
1865	W. E. Pepper..	Cochrane, Alta..	640·00
	Total area..	.....	605,794·75

The total number of leases of school lands in the province of Manitoba for grazing purposes, in force on the 22nd day of August, 1901, was 45, containing an area of 11,263·85 acres, the names of the lessees, their addresses and the numbers of their ranches being as follows, viz. :—

Ranche No.	Name	Address.	Area in Acres
637	H. & A. Delf	Indian Ford, Man.	160·00
672	Jos. S. Yeomans	Napinka, Man.	68·00
723	Simon Clark	Rounthwaite, Man.	320·00
759	John Clarke	Fairhill, Man.	480·00
789	John Kehoe	Nesbitt, Man.	160·00
934	W. G. Pollock	Neepawa, Man.	480·00
945	Wm. McKinnon	Oberon, Man.	320·00
955	P. Bourque & Alex. Birnie	Pilot Mound, Man.	320·00
964	Chas. Goldstone	Brandon, Man.	160·00
974	C. Boes	Winnipeg, Man.	160·00
977	Wm. Hasselfield	Manitou, Man.	160·00
1006	G. S. Delf, jr.	Indian Ford, Man.	160·00
1009	W. A. Robinson	Mariapolis, Man.	160·00
1098	P. Hiebert et al	Chortitz, Man.	320·00
1602	R. M. Wilson	Marringhurst, Man.	160·00
1615	J. R. Paul	Manitou, Man.	160·00
1619	Simpson Bros.	Rosser, Man.	320·00
1645	Napoleon Filteau	Grande Clairiere, Man.	160·00
1646	K. Benjaminsson & P. Larusson	Gimli, Man.	160·00
1647	H. R. Tolton	Oak Lake, Man.	160·00
1657	James McIntyre	Westbourne, Man.	51·00
1672	George Motheral	Manitou, Man.	160·00
1676	Messrs. Peddie & Rogers	Russell, Man.	640·00
1697	Jens E. Laxdal	Care A. R. McDougall, Shoal L'k, M	640·00
1715	Carson Glenn	Strathclair, Man.	160·00
1716	Robert Forke	Pipestone, Man.	640·00
1718	W. Sanderson	Souris, Man.	160·00
1736	A. McFarlane	Kerfoot, Man.	160·00
1748	James Jones	Elkhorn, Man.	640·00
1756	Johann Toews	Chortitz, Man.	160·00
1769	A. H. Gibbs	Pilot Mound, Man.	160·00
1778	Messrs Dow & Curry	Pilot Mound, Man.	320·00
1780	Andrew C. Houghton	Belmont, Man.	160·00
1781	Robert Blackburn	Pilot Mound, Man.	160·00
1783	Chas. McKenzie	LaRiviere, Man.	160·00
1787	Foster Hagyard	Pilot Mound, Man.	153·85
1788	E. W. Cleeve	Wood Bay, Man.	160·00
1801	H. W. Horner	Minnedosa, Man.	160·00
1802	Robert Hall	Brandon, Man.	131·00
1811	J. W. Williamson	Pilot Mound, Man.	160·00
1812	Adred J. Tempest & Alden J. Tempest	Austin, Man.	320·00
1813	John Sigfusson	Mary Hill, Man.	640·00
1814	Kenneth Scharf	LaRiviere, Man.	160·00
1816	J. W. Hagyard	Routledge, Man.	140·50
1818	Daniel Emes	St. Paul's Parish, Man.	320·00
	Total area		11,263·85

The total number of leases of school lands in the North-west Territories for grazing purposes, in force on the 26th day of August, 1901, was 227 containing an area of 77,127·98 acres, the names of the lessees, their addresses and the numbers of the ranches being as follows :—

Ranche No.	Name.	Address.	Area in Acres.
478	F. W. Godsal..	Pincher Creek, Alta..	605·00
493	Hull Bros. & Co..	Calgary, Alta..	640·00
497	J. H. Beam..	Cochrane, Alta..	640·00
504	W. C. H. Parlby....	Lacombe, Alta..	160·00
509	W. E. Smith..	Livingstone, Alta..	320·00
518	Wm. Brealey..	Cochrane, Alta..	640·00
526	Patrick Burns..	Calgary, Alta..	640·00
548	W. H. Minhinnick....	Kinbrae, Assa..	40·00
550	John N. West..	Mountain View, Alta	160·00
564	Wm. N. Janes..	Calgary, Alta..	320·00
587	W. Julius Hyde..	Macleod, Alta..	640·00
588	A. Caswell..	Maple Creek, Alta..	320·00
593	Hull Bros. & Co..	Calgary, Alta..	640·00
594	D. McIntosh..	Whitewood, Assa..	320·00
623	Dept. of Indian Affairs..	Ottawa, Ont..	640·00
626	D. McIntosh..	Whitewood, Assa..	320·00
696	A. C. Fraser, jr..	Calgary, Alta	640·00
697	Chas. Spalding..	High River, Alta..	160·00
739	Herbert Anderson..	Millarville, Alta....	160·00
766	S. Mitchell..	Qu'Appelle Station, Assa..	170·00
778	Martin Griening..	Wolseley, Assa..	160·00
780	Alberta Ranche Co..	Pincher Creek, Alta..	372·00
784	Augustus Bersea..	Qu'Appelle, Assa..	150·00
786	W. H. Ball..	Grenfell, Assa..	640·00
795	W. E. Smith..	Livingstone, Assa..	320·00
806	L. McKinnon..	Dunbow, Alta..	540·00
808	F. H. Towers....	Mitford, Alta..	160·00
847	Robt. Miller..	Lumsden, Assa..	160·00
870	J. Cinnamon..	Agricola, Alta..	160·00
931	Robt. Scott..	Medicine Hat, Assa..	320·00
941	Harold C. Hewitt..	Spring Lake, Innisfail, Alta.	640·00
950	John R. Dinnin..	Abernethy, Assa..	160·00
951	D. McDougall..	Coteau, Assa	160·00
954	H. Heckling..	Calgary, Alta	694·00
958	J. C. Wilson..	Wetaskiwin, Alta..	74·00
959	S. Swart..	Strathcona, Alta....	160·00
992	G. A. Love..	Red Deer, Alta..	640·00
1010	Sven E. Sordeberg....	Oblen, Assa..	122·00
1011	F. Dunand..	Whitewood, Assa..	160·00
1014	Amos C. Mauser..	Strathcona, Alta....	160·00
1022	John Hewitt..	Grenfell, Assa..	108·00
1025	W. T. & F. S. Clements..	Fairmede, Assa..	320·00
1028	Wm W. Arnold..	Lethbridge, Alta..	46·00
1029	Hull Bros & Co..	Calgary, Alta..	640·00
1044	Von Strauss Bros.	Okotoks, Alta..	89·00
1045	J. Kemmis..	Livingstone, Alta	640·00
1077	J. D. Caswell..	Rosthern, Sask	320·00
1081	W. A. Rowles..	Gladys, Alta..	160·00
1094	J. W. Dunn..	Calgary, Alta..	640·00
1096	James Dick..	Abernethy, Assa.	160·00
1097	M. Catley..	Kennell, Assa..	160·00
1102	John N. West..	Mountain View, Alta..	80·00
1104	Thomas Banks.	Indian Head, Assa.	320·00
1105	John Lineham..	Okotoks, Alta..	154·00
1130	George Hutton..	Edmonton, Alta..	160·00
1156	L. Perry..	Kleczkowski, Assa..	160·00
1158	J. Quesnelle..	Maple Creek, Assa.	640·00
1163	J. Owens..	De Winton, Alta	160·00
1164	J. W. Ockley....	Priddis, Alta	320·00
1165	J. Harrold..	Namao, Alta..	160·00
1167	W. Owen & E. S. Kent..	Edgeley Farm, Assa..	284·00
1169	A. Jorgensen..	Red Deer, Alta..	40·00

LESSEES of School Lands—*Continued.*

Range No.	Name.	Address.	Area in Acres.
1176	M. Dowker	Calgary, Alta.	640 00
1204	F. S. Blake	Livingstone, Alta.	320 00
1208	C. Sherriff	Lumsden, Assa.	320 00
1212	A. Atcheson	Brookside, Assa.	320 00
1224	J. Mangan	Calgary, Alta.	160 00
1230	T. G. Parkinson & H. & J. Davies	Forest Farm, Assa.	640 00
1231	P. Bourhis	Whitewood, Assa.	160 00
1232	J. J. Sage	Whitewood, Assa.	320 00
1234	F. Houghton	Calgary, Alta.	264 00
1235	A. Chenells	Four Mile Coulee, Maple Ck, Assa	160 00
1236	R. Wickham	Fairmede, Assa.	160 00
1254	W. R. Jamieson	Lumsden, Assa.	127 00
1255	A. Prince	Moosomin, Assa.	320 00
1259	W. Pell	Qu'Appelle Station, Assa	160 00
1260	A. J. T. Peach	Gladys, Alta.	96 00
1285	J. Mitchell	Moosomin, Assa.	640 00
1286	C. David	Duhamel, Alta.	172 00
1287	W. J. Bingham	Mountain View, Alta.	640 00
1291	J. Harvey	Maple Creek, Assa.	480 00
1292	N. W. Gould	Wetaskiwin, Alta.	640 00
1295	R. Wilson	Dundurn, Assa.	320 00
1297	R. Hamilton	Okotoks, Alta.	320 00
1298	F. C. Carss	Lumsden, Assa.	160 00
1303	John W. Campbell	Lumsden, Assa.	160 00
1306	C. D. Strong	Walsh, Assa.	798 54
1307	R. Smith	Cochrane, Alta.	640 00
1308	S. Matheson	Lumsden, Assa.	129 00
1309	M. R. Stewart	Meadow Creek, Alta	640 00
1312	S. Barber, sr.	Wolseley, Assa.	160 00
1320	J. Foster	Glen Ewen, Assa.	157 70
1322	R. A. Wallace	High River, Alta.	480 00
1327	W. I. Clark	Lumsden, Assa.	154 00
1343	R. Mitchell	Medicine Hat, Assa.	480 00
1346	F. Jackson	Wapella, Assa.	160 00
1347	W. R. Ogier	Montmartre, Assa.	160 00
1348	W. A. Jackson	Macleod, Alta.	640 00
1355	J. Greenfield	Gruerson, Alta.	640 00
1365	G. Packham	Pincher Creek, Alta	320 00
1397	J. J. Sullivan	Lineham, Alta.	160 00
1402	J. Dixon	Maple Creek, Assa.	480 00
1405	Sheep Creek Ranching Co	Calgary, Alta.	1,600 00
1407	R. de Melherle	Millarville, Alta.	640 00
1408	Jas. Pearce	Moosomin, Assa.	320 00
1410	T. Bullocks	Wetaskiwin, Alta	640 00
1415	P. B. Cleland	Midnapore, Alta.	320 00
1424	Thos. W. Fetherston	Leduc, Alta.	160 00
1430	G. Murray	Josephburg, Alta.	640 00
1432	H. Thomson	Cochrane, Alta.	640 00
1438	C. Eyre	Yorkton, Assa.	160 00
1439	L. D. Elliott	Belleville, Ont.	160 00
1470	Thos. G. Wilson	Lethbridge, Alta.	158 00
1471	J. F. Bates	Calgary, Alta.	640 00
1472	Edward Eyre	Wetaskiwin, Alta.	160 00
1475	Edward Conner	Moosomin, Assa.	320 00
1477	Jas. Mitchell	Springbank, Alta.	320 00
1478	J. D. Cummins	Crossfield, Alta.	320 00
1480	T. Douglas	Wetaskiwin, Alta.	320 00
1481	Matilda M. Brodin	Lumsden, Assa.	160 00
1484	J. Wallbarger	Mountain View, Alta.	160 00
1485	F. Drager	Wetaskiwin, Alta.	640 00
1486	F. Bourset & J. Perr	Montmartre, Assa.	320 00
1487	L. Ritz	Lumsden, Assa.	157 70
1492	C. Simpson	Regina, Assa.	320 00
1493	A. Switzer	Crossfield, Alta.	320 00
1494	P. Bourhis	Whitewood, Assa.	320 00
1495	J. B. Hunter	Lacombe, Alta.	320 00
1514	T. D. Hind	Cottonwood, Assa.	160 00

LESSEES of School Lands—*Continued.*

Ranche No.	Name.	Address.	Area in Acres.
1516	W. J. Gedge & H. Purdy	Moosomin, Assa.	320·00
1524	D. McDonald	Priddis, Alta.	320·00
1530	W. Ireton	Moosomin, Assa.	160·00
1533	Mrs. B. Kingsley	South Vancouver, B.C.	320·00
1536	F. Sykora	Millet, Alta.	160·00
1545	Fred. J. Johnstone	Gainsboro, Assa.	480·00
1548	P. B. Cleland	Midnapore, Alta.	160·00
1549	Harold Symons	Wapella, Assa.	80·00
1550	J. W. W. Clancy	Regina, Assa.	160·00
1551	Chas. Dudda	Wolseley, Assa.	160·00
1552	Alex. Barbeau	Pincher Creek, Alta.	176·00
1553	Jos. Dixon	Maple Creek, Assa.	160·00
1571	P. Weiler	Wetaskiwin, Alta.	640·00
1572	Chas. Keith	Lumsden, Assa	160·00
1573	Jas. Clendenning	High River, Alta.	640·00
1574	Dan Brox	Spruce Grove, Alta.	480·00
1576	A. N. Hull	Lacombe, Alta.	160·00
1579	R. E. Johnston	Lacombe, Alta.	320·00
1580	Wm. Lewis	Moose Jaw, Assa.	320·00
1581	John Finkle	Workman, Assa.	160·00
1582	R. J. Christie	Yarrow, Alta.	320·00
1584	Frank Leavitt	Leavitt, Alta.	640·00
1585	W. L. Gillet	Knee Hill Valley, Alta.	320·00
1589	W. J. Bingham	Mountain View, Alta.	320·00
1601	B. Hutchinson	Lumsden, Assa.	298·00
1605	Wm. Reid	Yarrow, Alta.	480·00
1606	F. Gottel	Grenfell, Assa.	320·00
1614	C. F. Sealund	Lewisville, Alta.	160·00
1616	Geo. Gordon	Medicine Hat, Assa.	320·00
1617	W. J. Birnie-Brown	Cochrane, Alta.	640·00
1620	Henry D. Mills	Wetaskiwin, Alta.	160·00
1624	Frank Crampien	Fairmede, Assa.	160·00
1626	H. Hill	Wolseley, Assa.	160·00
1627	J. Marsh & J. I. Levigne	Beaumont, Alta.	345·20
1629	H. S. Nicol	Maple Creek, Assa.	160·00
1631	Miss R. J. Scaman	Wetaskiwin, Alta.	627·50
1636	Henry Bowers	Duhamel, Alta.	320·00
1667	Robt. Scott	Eagle Butte, Alta.	640·00
1668	W. O. Chapman	Bentley, Alta.	160·00
1669	Chas. Grager	Lethbridge, Alta.	63·00
1641	C. J. Dawson	Cardston, Alta.	160·00
1642	Jared Paisley	Macleod, Alta.	400·00
1643	John McVicar	Fairmede, Assa.	320·00
1644	Adam M. Baptie	Cochrane, Alta.	320·00
1649	J. D. Edwards	Olds, Alta.	160·00
1650	George Douglas	Priddis, Alta.	160·00
1652	John Chemelka	Olds, Alta.	640·00
1656	James Robertson	Cochrane, Alta.	320·00
1658	Walter Glenn	Leavitt, Alta.	605·00
1659	Wm. J. Martin	Rosemont, Ont.	640·00
1674	S. A. Anderson et al	Wetaskiwin, Alta.	480·00
1675	Thos. Harkness	Fletwode, Assa.	320·00
1679	Dolphis Cyr	Pincher Creek, Alta.	640·00
1680	E. J. Weatherby	Prince Albert, Sask.	320·00
1682	Fred. Walberger	Leavitt, Alta.	279·00
1683	John C. Rathbun	Ponoka, Alta.	640·00
1684	W. C. Jamieson	Calgary, Alta.	160·00
1687	Carl C. Johnston	Wetaskiwin, Alta.	160·00
1689	Joshua Davies	Lethbridge, Alta.	160·00
1690	Thomas A. Steven	Edmonton, Alta.	88·00
1691	A. L. Ramsay	Olds, Alta.	320·00
1694	Jas. Robertson	Medicine Hat, Assa.	640·00
1696	Messrs. Cartier & Belguin	Wetaskiwin, Alta.	320·00
1720	C. D. Plunkett	Pincher Creek, Alta.	640·00
1723	John Lineham	Okotoks, Alta.	640·00
1726	Charles Binnie	Longlaketon, Assa.	160·00
1727	H. Hood	Grenfell, Assa.	640·00

SESSIONAL PAPER No. 25

LESSEES of School Lands—*Concluded.*

Range No.	Name.	Address.	Area in Acres.
1728	Pierre Bourbis..	Golden Plain, Assa..	160 00
1729	John T. Parker..	Lethbridge, Alta..	640 00
1731	David L. Hughes..	Wayne Co., Nebraska, U.S.A.	640 00
1732	Daniel Bramm..	Grane Lake, Assa.	160 00
1733	H. M. Hatfield..	Yarrow, Alta..	160 00
1734	G. H. Boyer..	Wapella, Assa..	320 00
1735	Thomas Riley..	Calgary, Alta..	640 00
1737	Walter S. Sparks..	American Falls, Idaho, U.S.A.	640 00
1753	Peter C. D. Unruh..	Rosthern, Sask..	40 00
1754	Robert Gilmore..	Macleod, Alta..	640 00
1757	Thos. McNutt..	Saltcoats, Assa..	320 00
1761	Jos. N. Porter..	Stony Beach, Assa.	640 00
1762	William Houghton..	Medicine Hat, Assa..	160 00
1766	R. O. Sykes..	Stand Off, Alta..	640 00
1768	James F. Garrow..	Macleod, Alta..	112 00
1770	I. W. Ennis..	Lacombe, Alta..	160 00
1771	C. C. Clausen & G. Suys..	Wetaskiwin, Alta..	640 00
1772	Richard Broderick..	High River, Alta..	320 00
1774	Wm. G. Hutchinson..	Lamerton, Alta..	160 00
1776	B. F. Pearson..	Oxbow, Assa..	160 00
1779	George Simpson..	Ellisboro, Assa..	638 00
1782	William Davis..	Yorkton, Assa..	640 00
1784	R. M. de Lapierre..	Alma, Assa..	160 00
1790	G. Segar..	Whitewood, Assa..	160 00
1800	H. R. Norris..	Wapella, Assa..	158 00
1803	George Mollard..	Foxleigh, Assa..	640 00
1804	Mrs. K. E. Easton..	Edmonton, Alta..	160 00
1805	William Murray..	Alameda, Assa.	320 00
1807	C. Treleaven..	Cardston, Alta..	640 00
1809	J. Wiran & P. Wagner..	Balgonie, Assa..	640 00
1815	Dugald McGregor..	Okotoks, Alta..	320 00
1821	Mrs. Helen Birney..	Calgary, Alta..	480 00
	Total area..		77,127 98

Hay.

The following statement shews the names of persons who hold leases of Dominion lands for hay purposes :—

			Acres.
450	J. Gilchrist	Castleavery, Man.	30·00
483	Wm. Thompson	Virden, Man.	20·00
489	Frank L. Engman	Scandinavia, Man.	40·00
960	Chas. A. Peaker	Yorkton, Assa.	40·00
961	Jas. E. Peaker	Yorkton, Assa.	40·00
1023	J. W. Thoroughgood	Moose Jaw, Assa.	40·00
1035	John A. Brooks	Tumbell, Man.	40·00
1043	F. C. Hawkins	Moose Jaw, Assa.	12·00
1083	A. McKeown	Caron, Assa.	40·00
1087	C. V. Carlson	Scandinavia, Man.	37·00
1288	J. F. McVey	Tamarisk, Man.	40·00
	Total area		379·00

Statement giving the names of persons who hold leases of school lands for hay purposes.

			Acres.
261	H. Antieknap	Regina, Assa.	160·00
404	Gagen & à Court	Moose Jaw, Assa.	160·00
462	W. A. Thompson	Pine Lake, Alta.	160·00
1435	G. R. McCartray	Moose Jaw, Assa.	160·00
	Total area		640·00

The following is a statement of the office work performed from July 1, 1900, to July 1, 1901 :—

	Number.
Letters sent	25,840
Pages of memoranda and schedules	7,697
Plans and sketches prepared	456
Timber—	
Berths applied for	253
" granted	118
" cancelled	43
Licenses for timber berths prepared (in duplicate)	371
Instructions issued for survey of timber berths	29
Returns of surveys of timber berths examined	8
Returns of saw-mills received and verified	1,791
Permits to cut timber issued by agents also entered and checked	5,276
Accounts kept posted	484
Timber seizures entered and checked	223

Grazing—

Applications for grazing lands received	862
Leases of grazing lands authorized to be issued	339
Leases of grazing lands issued	241
Applications for hay lands	56
Accounts kept posted: Grazing	987
" " Hay	15
Hay permit forms used by the Dominion Lands agents, also entered and checked over at this office	5,171

Mining—

Accounts kept posted	1,551
Applications for coal locations received	860
Returns of survey hydraulic mining locations examined	31
Applications for mining locations other than coal	41
New entries and renewals for mining locations granted in Manitoba and North-west	46
New entries and renewals for mining locations granted in Yukon Territory	11,871
Applications for petroleum	41
Water power	4
Bed-rock flumes	1
Applications for hydraulic mining locations	140
Applications for gold dredging	26
Hydraulic mining leases prepared	20
Gold dredging leases prepared	60

Irrigation—

Applications *re* irrigation recorded	16
Memorials examined	39
Plans examined	27
Authorizations for construction of ditches issued	14
Assignments of irrigation applications examined and recorded	4
Certificates issued by inspector, examined and recorded	27
Cancellation of irrigation applications issued and recorded	19
Irrigation licenses issued (in triplicate)	23
Drafts of patent for free right of way across Dominion and school lands prepared	2

Miscellaneous—

Applications to purchase or lease land in the Yukon Territory received and dealt with during the course of the year	103
Leases for water frontage and for other purposes prepared and sent to the Commissioner of the Yukon Territory	27

O. T. RYLEY,
Chief Clerk.

1-2 EDWARD VII., A. 1902

DOMINION LANDS REVENUE

STATEMENT of Receipts on account of Timber, Grazing, Hay,

Month.	Timber Dues.	Grazing Lands.		Hay Lands.	
		Scrip.	Cash.	Scrip.	Cash.
1900.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	12,793 19	396 71	594 26		1,673 45
August	21,968 61	558 74	356 37		1,459 50
September	15,514 22	288 13	248 42	20 00	295 40
October	23,966 90	9,684 99	356 97		345 72
November	16,860 62	157 75	312 42		15 00
December	14,630 57	580 63	502 46		31 50
1901.					
January	9,224 30	818 71	603 91		511 70
February	11,555 85	416 85	389 22		186 05
March	10,669 56	598 65	494 48		285 15
April	10,926 12	536 34	398 54		987 20
May	41,939 13	369 74	252 71		1,905 55
June	19,350 23	355 45	219 52		3,298 75
Overdeposit	0 02				
	209,399 32	14,671 99	4,726 28	20 00	13,594 77

TIMBER AND MINES BRANCH,
OTTAWA, August 26, 1901.

SESSIONAL PAPER No. 25

(YUKON REVENUE INCLUDED).

Mineral and Irrigation for the fiscal year 1900-1901.

Coal.	Irrigation.	Mining fees	Dredging, N.W.T.	Dredging, Yukon.	Hydraulic, Yukon.	Royalty on Gold.	Free Miners Certificates	Total.
$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
10 00	30 00	23,829 50				196,364 96	10,830 00	249,322 67
3 15		38,421 65	600 00	..	1,548 26	121,911 81	9,361 00	196,177 09
6 10		25,314 45			1,800 00	92,163 09	10,081 00	145,731 11
31 80	10 00	34,761 00			1,906 25	31,772 73	13,436 00	116,269 36
10 45	20 00	36,486 35	100 00		1,506 00	2,509 15	7,134 00	65,111 94
114 50		49,926 10	100 00	.	875 00	1,459 54	5,355 00	73,584 10
13 50	40 00	14,409 10	50 00	1,000 00	1,850 00	1,832 65	4,715 00	35,069 17
1 90	100 00	18,561 50	50 00		500 00	2,641 79	8,854 00	43,260 16
130 00	70 00	33,967 75	50 00		461 81	1,115 23	13,464 00	61,246 63
225 00	20 00	31,404 00	1,450 00	1,2 0 00	500 00	6,915 63	14,935 00	69,497 83
247 50	20 00	18,712 75	600 00	450 00	..	10,728 39	16,124 00	91,259 77
160 00	3 00	23,717 15		. . .	525 00	126,950 06	11,572 00	186,131 16
	. .	0 50	. . . .	. . .	. . . . .	.. .	. . . .	0 52
925 90	313 00	349,518 30	3,000 00	2,650 00	11,412 32	596,368 03	125,861 00	1,332,860 91

SCHOOL LANDS REVENUE.

B.—Statement of Receipts on account of Timber, Grazing, Hay and Coal, on School Lands for the fiscal year 1900-1901.

Month.	Timber Dues.	Grazing Lands.	Hay Lands.	Coal Lands.	Totals.	Manitoba School Lands.	Assiniboia School Lands.	Alberta School Lands.	Saskatchewan School Lands.	Totals.
1900	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	..	287 85	1,220 95	..	1,508 80	1,180 40	143 25	180 25	4 90	1,508 80
August	21 25	237 56	293 43	..	552 24	281 16	125 06	143 47	2 55	552 24
September	88 50	361 85	13 00	..	463 35	112 88	103 97	246 50	..	463 35
October	34 75	231 50	1 80	..	268 05	112 45	17 30	138 30	..	268 05
November	74 00	216 93	10	..	291 03	108 14	12 91	166 23	3 75	291 03
December	111 31	473 08	1 90	..	586 29	184 89	93 60	307 80	..	586 29
1901.										
January	56 25	336 31	140 55	5 00	538 11	200 94	106 12	216 05	15 00	538 11
February	97 00	349 59	26 90	..	473 49	199 72	112 72	158 05	3 00	473 49
March	153 43	450 97	56 80	..	661 20	203 63	202 54	247 03	8 00	661 20
April	0 75	575 21	443 20	..	1,029 16	374 95	296 55	347 66	10 00	1,029 16
May	10 65	409 73	501 45	..	921 83	518 60	170 87	229 36	3 00	921 83
June	130 75	221 97	785 90	..	1,138 62	718 67	265 56	154 39	..	1,138 62
	788 64	4,152 55	3,485 98	5 00	8,432 17	4,196 43	1,650 45	2,535 09	50 20	8,432 17

Timber and Mines Branch,
August 26, 1901.

DOMINION LANDS REVENUE. (YUKON REVENUE INCLUDED.)

C.—REVENUE on account of Timber, Grazing, Hay, Minerals and Irrigation on Dominion Lands from July 1, 1872, to June 30, 1901, inclusive.

Fiscal Year.	Timber Dues.	Grazing Lands		Hay Lands		Coal Lands.	Stone Quarries.	Rent of Mill Site.	Irrigation Revenue.
		Cash.	Scrip.	Cash.	Scrip.			Scrip.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872-73	109 25								
1873-74	2,710 56								
1874-75	2,335 25								
1875-76	387 00								
1876-77	320 00								
1877-78	1,620 00								
1878-79	325 00								
1879-80	25,121 46								
1880-81	32,028 34								
1881-82	58,753 14	2,245 00				40 00			
1882-83	90,666 46	22,844 43				880 00	33 91		
1883-84	147,983 10	11,370 60		23 00		498 90	105 00		
1884-85	87,474 99	17,089 75		207 25		232 40	46 98		
1885-86	64,820 31	29,562 51	3,131 08	966 05		40 00	21 78		
1886-87	63,111 74	14,242 77	39,487 67	1,429 40	80 00		6 00		
1887-88	91,964 55	5,922 17	23,023 28	2,043 52	80 00	14 00	4 21		
1888-89	91,290 00	2,207 63	16,802 63	3,621 10		39 80	51 75		
1889-90	81,642 95	1,305 57	9,021 63	8,832 06		87 50	136 52		
1890-91	102,902 71	3,679 55	16,193 77	7,809 39		190 39	51 36	160 00	
1891-92	106,461 35	3,726 80	17,222 60	5,077 30		67 70	41 85		
1892-93	105,865 24	6,480 80	11,542 39	5,616 95		374 53			
1893-94	81,290 51	5,740 79	7,687 86	5,562 00		206 24	413 91		
1894-95	74,079 20	5,353 72	8,628 00	5,071 49		20 05			
1895-96	61,925 17	7,071 86	6,255 90	5,507 64		67 45	6 42		
1896-97	68,992 82	4,715 01	2,500 00	5,243 68		81 00	31 50		98 00
1897-98	119,313 78	4,758 58	510 39	6,620 64		401 53	111 00		40 00
1898-99	155,360 03	5,245 88		11,087 28		170 60	27 25		330 00
1899-1900	126,345 82	8,382 86	4,083 30	15,209 70	20 00	149 15	72 50		160 00
1900-01	209,393 32	4,726 28	14,671 99	13,994 77	20 00	925 90			313 00
Total	2,060,998 94	165,942 92	180,762 49	103,923 22	200 00	4,430 14	1,161 94	160 00	941 00

DOMINION LANDS REVENUE. (YUKON REVENUE INCLUDED.)

C.—REVENUE on account of Timber, Grazing, Hay, Minerals and Irrigation on Dominion Lands from July 1, 1872, to June 30, 1901, inclusive—*Concluded.*

Fiscal Year.	Mining Lands.						Royalty on Gold, Yukon Territory.	Free Miner's Certificates.	Yearly Totals.	Yearly Totals Added from Beginning to June 30, 1901.
	Fees, Man. and N.W.T.	Dredging Leases, N.W.T.	Fees, British Columbia.	Fees, Yukon Territory.	Dredging Leases, Yukon Ter.	Hydraulic Leases, Yukon Ter.				
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1872 73									109 25	109 25
1873 74									2,710 55	2,819 80
1874 75									2,335 25	5,155 05
1875 76									387 00	5,542 05
1876 77									320 00	5,862 05
1877 78									1,620 00	7,482 05
1878 79									325 00	7,807 05
1879 80									25,121 46	32,928 51
1880 81									32,028 34	64,956 85
1881 82									61,038 14	125,994 99
1882 83									113,824 80	239,819 79
1883 84	14 00								159,994 60	399,814 39
1884 85	329 00								105,380 37	505,194 76
1885 86	157 00	100 00							98,798 73	603,993 49
1886 87	135 00								120,492 58	724,486 07
1887 88	212 00								126,264 03	850,750 10
1888 89	213 40		20 50						113,246 87	963,996 97
1889 90	77 00		109 00						104,212 23	1,068,209 20
1890 91	538 00		39 30						130,964 47	1,199,173 67
1891 92	420 00		10 00						133,027 60	1,332,201 27
1892 93	274 65								130,054 56	1,462,255 83
1893 94	34 00		27 00						100,962 31	1,563,218 14
1894 95	115 00		15 00	5 00					93,290 46	1,656,508 60
1895 96	205 00		5 00	22 00					81,064 74	1,737,573 34
1896 97	1,899 00		43 00	1,220 00					84,824 01	1,822,397 35
1897 98	1,397 00	8,812 71	55 00	145,263 94	132,505 50	500 00	287,423 55	116,243 89	823,927 51	2,646,324 86
1898 99	1,184 61	1,550 00	25 00	303,665 65	3,500 00	8,525 00	575,812 79	227,354 13	1,293,838 82	3,940,163 68
1899 1900	1,241 50	6,800 00		154,386 70	1,000 00	6,868 15	733,041 04	126,709 80	1,181,470 52	5,124,634 20
1900 01	860 00	3,000 00		348,658 30	2,650 00	11,412 32	596,368 03	125,861 00	1,332,860 91	6,457,495 11
Total	9,306 16	20,262 71	348 80	953,221 59	139,655 50	27,305 47	2,192,645 41	596,168 82	6,457,495 11	

D.—Statement showing the Revenue derived from Timber, Grazing, Hay, Stone Quarries and Coal Lands, commencing with the Fiscal Year 1883–4 and ending June 30, 1901.

Fiscal Year.	Timber Dues.	Grazing Lands.	Hay Lands.	Coal Lands.	Stone Quarries.	Total.	Province of Manitoba.	District of Assiniboia.	District of Alberta.	District of Saskatchewan.	Total
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
1883-84	36 50					36 50	36 50				36 50
1884-85	136 00					136 00	136 00				136 50
1885-86	1,238 11					1,238 11	141 50	1,096 61			1,238 11
1886-87	940 26					940 26	940 26				940 26
1887-88	1,333 99					1,333 99	997 15	336 84			1,333 99
1888-89	695 86					695 86	695 86				695 86
1889-90	919 10				17 50	936 60	936 60				936 60
1890-91	489 22		2,578 72			3,067 94	2,478 39	313 35	195 05	81 15	3,067 94
1891-92	270 81		1,659 41			1,930 22	1,539 17	251 80	99 80	39 45	1,930 22
1892-93	831 30		1,769 45			2,600 95	2,080 85	335 30	135 60	49 20	2,600 95
1893-94	530 13	32 38	2,115 15			2,677 66	1,896 88	447 55	338 48	54 75	2,677 66
1894-95	617 72	203 14	2,063 41			2,884 27	2,064 17	372 11	407 59	40 40	2,884 27
1895-96	279 63	724 99	2,295 18			3,299 80	2,014 74	619 16	574 30	91 60	3,299 80
1896-97	501 36	1,141 33	1,842 75			3,485 49	2,268 02	475 16	673 76	68 55	3,485 49
1897-98	455 25	1,655 45	2,392 80			4,503 50	3,169 35	620 89	660 76	52 50	4,503 50
1898-99	401 02	1,579 35	2,282 54	30 80		4,293 31	1,917 65	1,084 11	1,159 28	136 27	4,296 31
1899-1900	906 53	2,914 98	2,099 18	10 00	0 45	6,040 14	2,800 16	1,229 31	1,936 17	74 50	6,040 14
1900-1901	788 64	4,152 55	3,485 98	5 00		8,432 17	4,196 43	1,650 45	2,595 09	50 20	8,432 17
Total	10,974 23	12,404 21	25,091 57	45 80	17 95	48,536 77	30,249 68	8,882 64	8,715 88	738 57	48,536 77

REVENUE ON ACCOUNT THE YUKON TERRITORY.

E.—Statement of Receipts from Timber, Grazing, Hay, Hydraulic Mining, Royalty on Gold and Mining Fees for the Fiscal Year 1900–1901.

Month.	Timber Dues.	Grazing Lands.	Hay Lands.	Mining Fees.	Dredging.	Hydraulic.	Free Miner's Certificates.	Royalty on Gold.	Amount.
1900.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	6,652 33		1,923 00	23,597 50			10,830 00	196,364 96	239,367 79
August	8,411 32		945 00	38,316 90		1,548 26	19,361 00	121,914 81	180,497 29
September	9,068 26		203 50	25,231 95		1,800 00	10,081 00	92,163 09	138,547 80
October	14,862 44		317 92	34,716 00		1,906 25	13,436 00	31,772 73	97,011 34
November	8,261 71		15 00	36,366 30		1,506 00	17,134 00	2,509 15	55,792 16
December	5,632 07			49,898 60		875 00	5,355 00	1,459 54	63,220 21
1901.									
January	492 00	51 20		14,371 90	1,000 00	1,850 00	4,715 00	1,832 65	24,312 75
February	5,358 57			18,554 50		500 00	8,854 00	2,641 79	35,908 86
March	3,056 20			33,830 25		401 81	13,464 00	1,115 23	51,867 49
April	2,141 79			31,399 00	1,200 00	500 00	14,935 00	6,915 53	57,091 42
May	8,323 42		100 00	18,680 25	450 00		16,124 00	10,728 39	54,406 06
June	2,633 69		553 00	23,694 65		525 00	11,572 00	126,950 06	165,928 40
Over paid				0 50				0 50	0 50
Total	74,893 80	51 20	4,057 42	348,658 30	2,650 00	11,412 32	125,861 00	596,368 03	1,163,952 07

Timber and Mines Branch.
August 22, 1901.

REVENUE ON ACCOUNT THE YUKON TERRITORY.

F.—Statement of Receipts from Timber, Grazing, Hay, Hydraulic Mining, Royalty on Gold and Mining Fees for each fiscal year from July 1, 1894, to June 30, 1901.

Revenue from	1894-1895.	1895-1896.	1896-1897.	1897-1898.	1898-1899.	1899-1900	1900-1901.	Totals.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Timber Dues				43,911 71	54,097 64	35,468 46	74,893 80	208,371 61
Grazing Lands						100 00	51 20	151 20
Hay Lands				29 50	1,733 50	7,596 75	4,057 42	13,417 17
Gold Dredging Leases				132,565 50	3,500 00	1,000 00	2,650 00	139,635 50
Hydraulic Mining Leases				500 00	8,525 00	6,868 15	11,412 32	27,305 47
Royalty on Gold				287,423 55	575,812 79	733,041 04	596,368 03	2,192,645 41
Mining Fees								
Grants—Placer			1,140 00	108,396 00	179,415 00	20,240 00	79,358 00	388,949 00
Renewals				33,524 94	64,980 10	62,280 00	49,995 00	210,690 04
Relocations					17,625 00	11,070 00	45,187 00	73,882 00
Grants—Quartz	5 00	22 00	60 00	243 00	3,270 00	4,585 00	9,260 00	14,445 00
Certificate of Work					115 00	3,446 50	7,651 00	11,182 50
Assignments				3,060 00	23,419 00	12,644 50	11,531 00	50,654 50
Abstracts					3,750 95	5,551 00	2,739 25	12,041 20
Abandonments					205 00			205 00
Bed Rock Flumes					1,400 00			1,400 00
Certificate of Partnership				30 00	2 50	291 50	681 50	1,005 50
Bond Fees			20 00		780 00	620 00		1,420 00
Forfeited Fees							9,518 00	9,518 00
Lay Overs					507 50			507 50
Payment in lieu of assessment work					100 00	7,600 00	28,409 40	36,109 40
Payment in lieu of assessment work with penalty						3,000 00	10,500 00	13,500 00
Registration of Documents				633 00	7,935 60	8,032 50	7,343 40	23,944 50
Water Rights					160 00	762 50	550 00	1,472 50
Sale of Government Reserve on Dominion Creek						13,593 20	1,056 00	14,649 20
Sale of Government Claims						150 00	87,241 50	87,391 50
Infringements						525 00		525 00
Changing the name of a Claim						25 00	60 00	85 00
Inspectors' Certificates							30 00	30 00
Court Fees							686 75	686 75
Over deposit							0 50	0 50
	5 00	22 00	1,220 00	610,257 20	947,334 58	938,161 10	1,038,091 07	3,535,790 95
Free Miners' Certificates								596,168 82
				Grand total				4,131,959 77

Timber and Mines Branch, Ottawa, August 26, 1901.

YUKON REVENUE.

G.—STATEMENT showing the total Gold production, the total exemption, the total amount upon which the 10 p. c. royalty was collected, and the amount of royalty paid as shown by returns from May 1, 1898, to June 30, 1898.

Month.	Total Gold Production.	Total Exemption.	Royalty 10 p.c. Collected on	Royalty 10 p.c. Paid.
1898.	$ cts.	$ cts.	$ cts.	$ cts.
May	45,277 00	10,850 00	34,427 00	3,442 70
June	3,027,496 20	342,550 00	2,698,501 20	269,850 12
	3,072,773 20	353,400 00	2,732,928 20	273,292 82

TIMBER AND MINES BRANCH,
OTTAWA, August 26, 1901.

YUKON REVENUE.

H.—STATEMENT showing the total Gold production, the total exemption, the total amount upon which the 10 p. c. royalty was collected and the amount of royalty paid as shown by returns from July 1, 1898, to June 30, 1899.

Month.	Total Gold production.	Total Exemption.	Royalty 10 p.c. Collected on	Royalty 10 p.c. Paid.
1898.	$ cts.	$ cts.	$ cts.	$ cts.
July	928,818 00	135,000 00	793,818 00	79,381 80
August	395,045 50	140,000 00	255,045 50	25,504 55
September	251,347 70	64,540 00	187,007 70	18,700 75
October	13,669 65	2,496 00	11,173 65	1,117 37
November	4,851 56	2,912 00	1,939 56	193 95
December	8,719 55	624 00	8,095 55	809 55
1899.				
January	6,552 76	4,784 00	1,768 76	176 94
February	4,868 29	624 00	4,244 29	424 41
March	15,431 40	3,952 00	11,479 40	1,147 93
April	43,889 57	15,400 00	28,489 57	2,848 92
May	844,606 18	180,703 00	663,903 18	66,390 28
June	5,064,282 86	1,148,622 02	3,915,660 84	391,565 92
	7,582,283 02	1,699,657 02	5,882,626 00	588,262 37
Royalty paid into Court				1,301 24
Gold mined by Government from claim No. 8 A, Dominion Creek				195 41
" " " between 3 and 4 " "				184 50
				589,943 52

TIMBER AND MINES BRANCH,
OTTAWA, August 26, 1901.

YUKON REVENUE.

I.—Statement showing the total Gold production, the total exemption, the total amount upon which the 10 p. c. royalty was collected, and the amount of royalty paid as shown by the returns from July 1, 1899, to June 30, 1900.

Month.	Total Gold Production.	Total Exemption.	Royalty 10 p. c. Collected on	Royalty 10 p. c. Paid
1899.	$ cts.	$ cts.	$ cts.	$ cts.
July	664,205 72	208,380 82	455,824 90	45,582 49
August	1,521,708 96	311,740 16	1,209,968 80	120,996 88
September	924,907 09	187,413 99	737,493 10	73,749 31
October	371,947 82	63,863 02	308,084 80	30,808 48
November	176,599 48	29,088 48	147,511 00	14,751 10
December	84,531 76	31,976 26	52,555 50	5,255 55
1900.				
January				
February	12,179 62	19,333 22	22,846 40	2,284 64
March	96,968 23	42,500 33	54,467 90	5,446 79
April	59,839 70	21,667 80	38,171 90	3,817 19
May	796,866 25	313,642 65	483,223 60	48,322 36
June	5,069,710 01	1,272,137 91	3,797,572 10	379,757 20
	9,809,464 64	2,501,744 64	7,307,720 00	730,771 99
Trespass on Government claims				2,269 05
				733,041 04

Timber and Mines Branch,
Ottawa, August 26, 1901

YUKON REVENUE.

J.—STATEMENT showing the total Gold production, the total exemption, the total amount upon which the royalty was collected, and the amount of royalty paid as shown by returns from July 1, 1900, to June 30, 1901.

Month.	Total Gold Production.	Total Exemption.	Royalty payable on.	Royalty Paid.
1900.	$ cts.	$ cts.	$ cts.	$ cts.
July	2,346,440 64	410,399 99	1,936,040 65	193,707 36
August	1,354,543 88	137,500 00	1,219,148 10	121,914 81
September	1,012,731 48	91,100 00	921,630 90	92,163 09
October	378,991 50	40,000 00	338,990 17	31,772 73
November	63,591 79	38,500 00	25,091 79	2,509 15
December	14,595 47		14,595 47	1,459 54
1901.				
January	28,486 81	10,000 00	18,486 81	1,832 65
February	34,923 53	10,000 00	24,923 53	2,492 34
March	13,651 91	2,500 00	11,151 91	1,115 23
April	65,156 32	5,000 00	60,156 32	6,015 63
May	183,953 75	40,833 33	143,119 67	10,728 39
June	3,665,015 71	1,141,833 30	2,523,182 41	126,950 06
	9,162,082 79	1,927,666 62	7,236,517 73	592,660 98
Trespass on Government claims				3,707 05
				596,368 03

TIMBER AND MINES BRANCH,
OTTAWA August 26, 1901.

YUKON REVENUE.

K.—Statement showing the Revenue collected on Free Miner's Certificates issued at the following places in Great Britain and the Dominion of Canada, during the years 1898, to June 30, 1901.

Agency.	1897-1898.	1898-1899.	1899-1900.	1900-1901.	Total.
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
Agent of Dominion Lands:—					
Brandon, Man.		10 00	30 00		40 00
Calgary, Alta.	650 00	100 00	260 00	215 00	1,225 00
Dauphin, Man.		10 00			10 00
Edmonton, Alta.	8,394 00	490 00	1,000 00	213 00	10,097 00
Kamloops, B.C.	50 00	20 00	10 00	10 00	90 00
Lethbridge, Alta.			10 00	30 00	40 00
New Westminster, B.C.	130 00		30 00		160 00
Prince Albert, Sask.	740 00	10 00	10 00		760 00
Winnipeg, Man.	570 00	900 00	320 00	280 00	2,070 00
Agencies within the Yukon:					
Dawson		169,152 00	79,526 00	76,260 00	324,938 00
Dalton Trail		710 00	300 00	30 00	1,040 00
Dominion Creek		3,950 00	8,284 00	7,219 00	19,453 00
Fort Cudahy		350 00	1,140 00	140 00	1,630 00
Grand Forks		27,502 00	18,298 00	18,893 00	64,693 00
Gold Run			170 00	4,367 00	4,537 00
Hunker Creek			3,850 00	5,216 00	9,066 00
Hootalinqua			90 00	930 00	1,020 00
Lake Bennett	7,304 00	80 00			7,384 00
Mayo		102 00	10 00		112 00
Selkirk			1,952 00	405 00	2,357 00
Stewart River		5,734 00	1,512 0	1,919 00	9,165 00
Sulphur Creek			610 00	1,984 00	2,594 00
Tagish (Wood)		2,416 00			2,416 00
Tagish (Miller)		642 00	4,646 00	2,600 00	7,888 00
Tagish Lake		9,246 00			9,246 00
Forty Mile River				600 00	600 00
Upper Stewart River				130 00	130 00
Collectors of Customs:					
Ashcroft, B.C.	410 00				410 00
Atlin, B.C.		1,000 00	760 00	750 00	2,510 00
Glenora, B.C.	410 00	600 00			1,010 00
Montreal, Que.	840 00	170 00	70 00	30 00	1,110 00
Nanaimo, B.C.	4,292 00				4,292 00
Rossland, B.C.	20 00				20 00
Toronto, Ont.	270 00				270 00
Vancouver, B.C.	30,484 00	1,340 00	610 00	280 00	32,714 00
Victoria, B.C.	58,910 00	1,528 00	520 00	370 00	61,328 00
Ottawa, Department of the Interior	1,890 00	822 00	2,192 00	2,495 00	7,399 00
Rat Portage, P. H. Austin		340 00	380 00	300 00	1,020 00
London, The High Commissioner	29 98	120 00	119 80	195 00	464 78
Liverpool, The Immigration Agent.	219 93				219 93
Glasgow, The Immigration Agent.	59 98	10 13			70 11
Total	116,243 89	227,354 13	126,709 80	125,861 00	596,168 82

Timber and Mines Branch,
Ottawa, August 26, 1901.

No. 20.

REPORT OF THE CROWN TIMBER AGENT AT WINNIPEG.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
WINNIPEG, July 1, 1901.

The Commissioner of Dominion Lands,
Ottawa.

SIR,—I have the honour to submit my report of the Winnipeg Crown timber agency for the year ended June 30 last. Schedules 'A' and 'B,' containing the usual statistical information, are appended hereto.

The following statement may be accepted as showing approximately the quantities of lumber disposed of during the year in Manitoba :—

	Feet, B.M.
Rat Portage Lumber Co., Rat Portage, Ont.	55,000,000
Beaver Mills, Rainy River, Ont.	6,000,000
Keewatin Mills, Keewatin, Ont.	12,000,000
Savanne Mills, Savanne, Ont.	5,000,000
Port Arthur Mills, Port Arthur, Ont.	4,000,000
Fort William Mills, Fort William, Ont.	8,000,000
Imported from British Columbia.	16,000,000
Manufactured under government license in Manitoba.	23,532,300
Cut under Dominion government permits for sale.	4,000,000
Taken under settlers' free permits (approximately).	6,000,000
Manufactured lumber imported from the United States.	11,000,000
	150,532,300

Although of the above quantity about 25,000,000 feet B.M., in the log, were imported from the United States, it is satisfactory to observe that, as regards manufactured lumber, our importation from the States is decreasing year by year. In the period to June 30, 1900, the quantity imported was in excess of 24,000,000 feet, while for the year now reported the quantity is but 11,000,000.

There is also a noticeable reduction in the quantity of shingles imported from the United States :—

Imported for year ending June 30, 1900.	10,235,000
Imported for year ending June 30, 1901.	2,340,000

The American shingle is evidently being forced out of the market by the British Columbia product.

The prices for the various classes of manufactured lumber, lath and shingles are pretty much the same as for the preceding year, ranging from $14 to $20 for spruce, and from $19 to $36 per thousand feet for high grade stocks of pine, fir and cedar, &c.; laths, $4 to $4.50, and British Columbia shingles, $2.75 to $3.75 per M.

LAC DU BONNET RAILWAY.

The completion of this branch of the Canadian Pacific Railway has had the effect predicted for it in my annual report for last year, and has led to increased lumbering operations in the country tributary to Winnipeg river. Reference to a map of the region will show plainly the very extensive area of timbered lands which is now accessible to market by means of this road. I understand that five million feet, B.M., of logs were taken out by J. D. McArthur last winter, as well as 175,000 railway ties. His mill, which is situated at the river terminus of the railway, is a first-class one of 125 horse power, and a capacity of 30,000 feet, B.M., per diem, and is equipped with all the latest improved finishing machinery.

It is roughly estimated that two or three hundred million feet of merchantable timber, lying along the Winnipeg and English rivers, can be manufactured at Lac du Bonnet. There is alleged to be in the territory in which this merchantable timber is to be found a much greater supply of poplar and spruce suitable for pulp wood, which will no doubt come into demand in due course.

THE LAC DU BONNET MINING, DEVELOPING AND MANUFACTURING COMPANY.

This company has established at Lac du Bonnet an elaborate brick plant, having acquired an extensive body of clay suitable for brick-making. It is said that although the present output is only 30,000 per diem, the machinery has a capacity of 75,000. The company has received a highly favourable report of samples of clay, brick and vitrified brick and drain tiles. This is also a steam power plant, using saw-mill refuse both for boiler fuel and brick burning.

MANITOBA AND SOUTH-EASTERN RAILWAY.

The south-eastern branch of the Canadian Northern Railway transported to Winnipeg during the year under review, 50,000 cords of wood, all of which was cut along this branch, with the exception of about 4,000 cords which was cut in Northern Minnesota.

RECEIPTS.

It is gratifying to note that notwithstanding the reduction in the area of the lands under our control, consequent upon the handing over of large blocks to the provincial government, the Canadian Northern Railway, and as homesteads, the revenue of this office from timber, &c., shows a progressive and very substantial increase, as will be seen from the following figures :—

Receipts for the preceding year	$43,000 27
For the year covered by this report	59,155 02
Showing an excess of revenue	$16,154 75

FUEL.

The approximation of the quantity of coal and cord-wood consumed in Manitoba and the Territories, as far west as Regina, yields this result :—

	Tons.
American anthracite	37,500
American bituminous	4,200
Canadian anthracite	6,500
Canadian bituminous (Galt)	10,000
Canadian lignite (Souris)	43,000
	101,200

Canadian cord-wood (Winnipeg only) .....125,000 cords.

Prices of coal f.o.b. at Winnipeg.

	Per ton.
American anthracite	$9 50
American bituminous	7 00
Canadian anthracite	9 00
Canadian bituminous	7 50
Canadian lignite (at Winnipeg)	3 75
Canadian lignite (at Melita)	2 60
Canadian lignite (at Brandon)	3 20
Canadian lignite (at Regina)	3 30

	Per cord f.o.b. at Winnipeg.
Canadian poplar	$2 40 to $2 60
Canadian tamarack	3 25 to 4 00
Canadian spruce	2 60 to 3 00
Canadian jack pine	3 00 to 3 50
American oak	3 75 to 4 25
American maple	5 00 to 5 50

The quantity of American fire-wood imported is very small and almost inappreciable.

IMPROVEMENT WORKS, ST. ANDREW'S RAPIDS.

As soon as these works shall have been completed (the date for completion is fixed in the contract as July 1, 1903), it is anticipated that the large areas of land contiguous to Lake Winnipeg and the lower portion of the Winnipeg and other rivers which discharge in the lake, and which are believed to carry vast quantities of spruce and other timber suitable for lumber and fuel, will be rendered accessible and capable of development. As I have in my land agency report alluded to the importance of rendering the Red river navigable (between the lake and Emerson), it is unnecessary to detail here the many valuable and beneficial results which may be expected to flow from this achievement. Not the least important of these results will be to open up some of the quarries to which the lake gives access, and to improve and cheapen our supply of building stone.

MINING.

Of the large number of quartz claims filed in 1898, 1899 and 1900, not more than fifty are to-day in existence, the great majority of them having been allowed to lapse. Of the 50 claims now extant, I can report no substantial development in regard to any of them. There is no doubt about the presence of highly mineralised veins, but no great body of ore has as yet been uncovered. While the existing conditions are unfavourable it is to be noted that in many other mining camps a like hesitation has occurred, and that properties now richly productive were, in their early history, staked and abandoned repeatedly. It is not improbable that the application of sufficient capital to our own field may in time lead to profitable operations.

GYPSUM AND CEMENT.

In my report as agent of Dominion Lands, mention is made of the satisfactory establishment of works by the Manitoba Union Mining Company, Ltd., for the treatment of the gypsum deposit which occurs in the vicinity of the north-eastern arm of Lake Manitoba, and of the large body of natural cement in the Pembina valley. It is difficult to over-estimate the benefit to the general industries of the province of a cheap and bountiful supply of these valuable products.

FOREST FIRES.

It is satisfactory to report that during the last autumn and spring climatic conditions prevented the origin and spread of fires which have wrought such deplorable havoc and loss in the forest areas of the Winnipeg district in past years. I am sanguine that hereafter, in seasons when climatic conditions may favour the origin and spread of fires, the guardian service inaugurated by the Forestry branch of the department may do effective preventive work. The opening of roads and drains which is being pushed forward by an aggregate high expenditure by the municipalities, assisted by the provincial government, may be expected to largely promote the efforts of the rangers in applying the necessary preventives and suppressive measures.

ROUTINE WORK.

The past year has been a very busy one, and the staff has experienced difficulty in keeping up with the work, which at times could only be accomplished by working overtime.

The statement of work performed at the respective offices, following my report made as Inspector of Agencies, shows the volume of business transacted at this office during the year.

The number of letters received (land and timber) for the year was 16,178, and those sent out 16,314, a large increase over the former year.

The total collections by the two branches of the office—timber and lands—during the year amounted to $90,678.37, an increase of $20,500.71 over the preceding year. These figures do not include payments made at the department at Ottawa on account of the agency.

Respectfully submitted,

E. F. STEPHENSON,
Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing, Hay and Mining Lands, Collected at the Winnipeg Agency, for the Fiscal Year ended June 30, 1901.

Month	Bonus.	Timber Dues.					Grazing Lands		Hay Lands.		Mining Fees and dues.	Totals
		Ground Rent	Royalty.	Permits.	Seizures.	School Lands.	Dominion Lands.	School Lands	Dominion Lands.	School Lands		
1900	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July		203 23	1,437 44	626 75	38 90		9 73		631 35	704 60	200 00	3,852 20
August		560 71	1,422 58	5,760 56	25 93	21 25			183 00	172 50	50 00	8,205 53
September		280 68	1,224 75	1,200 66	5 00	85 00			28 60	12 00	72 50	2,909 19
October		1,172 48	443 38	3,038 25		31 25			5 10	1 00	45 00	4,736 41
November		142 82	1,496 71	2,388 24	7 35	70 25					115 00	4,222 37
December		145 48	1,047 44	4,136 24		105 06	4 80			1 70	27 50	5,965 25
1901												
January		187 66	441 02	1,106 45	386 92	38 25	2 95		10 50	14 30	22 50	2,211 45
February		7 50	148 26	574 51	67 46	93 50	4 45				40 00	745 68
March		176 25	118 54	2,759 22	625 19	23 43					127 50	4,129 93
April			486 99	548 58	179 88	40 00			152 70	191 50	5 00	1,604 65
May		221 29	308 36	1,115 43	1,035 80	10 65			200 20	124 10	52 50	3,068 53
June		343 80	74 83	1,994 45	545 00	130 00			185 70	285 20	142 50	3,689 63
Totals		3,442 05	9,405 00	25,650 34	2,917 48	618 64	21 93		1,397 35	1,504 90	890 00	45,355 64
Previously credited to H. O.	2,067 00	3,813 09		776 29	12 00	130 00						10,799 38
Grand totals	2,067 00	10,333 14	9,405 00	24,826 63	2,929 48	748 64	21 93		1,397 35	1,504 90	890 00	30,155 02

E. F. STEPHENSON,
Crown Timber Agent.

SCHEDULE

SHOWING number of Saw-Mills in Province of Manitoba operating under Gov-

Name.	Situation of Mill.	Kind of Power	Location of Limit.	Lumber Manufactured	Lumber sold, from quantity manufactured and from that on hand from the previous year.	Lumber on Hand.
Peter McArthur. ..	Lake Winnipegosis. .	Steam	Lake Winnipegosis.	2,061,715	1,501,211	1,373,341
Wm. Robinson. . .	Selkirk	"	Lake Winnipeg .	1,156,800	66,800	1,090,000
Jas. Drake . . .	Bad Throat River. . .	"	Bad Throat River.	686,604	706,390	35,000
John Hanbury . .	Brandon	"	Duck Mountains.	7,982,147	6,203,109	2,160,676
Dauphin Lumber Co.	Riding Mountain. . .		Riding Mountain.	80,000	155,764	126,611
Kristjon Finnsson. . . .	Icelandic River. . .	"	Icelandic River.	389,305	319,305	70,000
Middleton & Aske.	Riding Mountain. . .	"	Riding Mountain. . . .	75,000	75,000	. .
J. D. McArthur . .	Lac du Bonnet . . .	"	Lac du Bonnet. . . .	43,000	43,000	. .
Thomas & Co . . .	Tp. 18, R. 3 E.	"	Tp. 18, R. 3 E	32,072	32,072	. .
Jos. T. Thomas . .	" " "	"	" " "	306,076	177,076	129,000
T. L. Morton	Riding Mountain . . .	"	Riding Mountain . . .	1,400,000	1,000,000	400,000
A. L. Wells . . .	Washow Bay . . .	"	Washow Bay	207,075	. .	207,075
Wm. Peden . . .	Rossburn	"	Riding Mountain . . .	155,529	225,449	. .
Thos. Fulton . . .	Tp. 38, R. 5 W. 2 . . .	"	Tp. 38, R. 5 W. 2. . .	261,300	51,459	209,839
Shaw Bros . . .	Riding Mountain . . .	"	Riding Mountain . . .	1,210,000	929,340	1,099,171
D. E. Sprague . .	Winnipeg.	"	Roseau River. . . .	1,500,000	2,112,829	949,089
D. H. Harrison. . . .	Ochre River	"	Riding Mountain . . .	830,000	457,795	481,518
David Ross	Whitemouth. . . .	"	Whitemouth River . . .	770,750	928,076	. . .
Theo. A. Burrows. . . .	Garland	"	Pine River	530,000	1,114,575	131,338
Lac du Bonnet . . .	Lac du Bonnet . . .	"	Lac du Bonnet.	340,000	. .	340,000
J. H. McClure.	Tp. 19, R. 2 E . . .	"	Tp. 19, R. 2 E. . . .	208,752	172,752	36,000
Hooker & Co . . .	Pt. Grande Marais. .	"	Pt. Grande Marais. .	412,000	246,757	243,000
Mackenzie, Mann & Co.	Fisher's Siding.	"	Sinclair River. . . .	2,894,175	2,144,175	750,000
			Totals . . .	23,532,300	18,662,944	9,831,618

NOTE.—This statement does not include railway ties cut under permit, of which there would be

B.

ernment License, for the year between June 30, 1900, and June 30, 1901.

Shingles Manufactured.	Shingles sold from open mill and from that on hand from previous year.	Shingles on hand.	Lath Manufactured.	Lath sold from open mill and from that on hand from previous years.	Lath on hand.	M'y ties manufactured.	M'y ties sold	Date of Last Return.	Remarks.
140,000	135,250	4,750	141,600	115,800	25,200			June 30, 1901	
						3,811			
						25,237	25,237		
97,050	97,050								
								June 30, 1901	
351,500	183,750	230,250	111,150	138,950	8,550				
45,500	46,500	1,000				3,138	3,138		
47,500	396,250		55,950	351,150		1,907	1,907		(The lumber and ties shown has not cut under permit.
						30,304	30,304		This lumber, as well as the ties, was cut under permits, before berths changed to license system.
						66,487	35,205		
681,550	858,800	236,000	308,100	605,900	33,750	130,884	95,791		

approximately, 485,000.

E. F. STEPHENSON,
Crown Timber Agent.

No. 21.

REPORT OF CROWN TIMBER AGENT AT NEW WESTMINSTER.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., August 22, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I beg to submit my annual report for the twelve months ended June 30, 1901.

The receipts of this agency for the fiscal year ended June 30, 1901, amounted to $23,134.70.

I also enclose you schedule of mills situated within the Dominion railway belt in the province of British Columbia, which gives the usual statistics respecting the lumber market.

I may say that our collections do not appear to be as large as in any of the previous years, owing to a number of rebates having been paid on account of burnt timber, &c., which had been previously collected, but I take pleasure in stating that there is a prospect of increased revenue for the next fiscal year.

The lumbermen of the province are expecting a very largely increased business with the North-west Territories and Manitoba, owing to the excellent prospects of this year's crops. In fact, orders are coming in so rapidly at the present time that they are unable to keep up with them.

The export trade to foreign countries, namely, China, Japan, Australia, New Zealand and South America, has not been equal to that of previous years, but is showing a decided improvement.

The provincial government have decided on building a railway and traffic bridge across the Fraser river at the city of New Westminster, which will add very materially to the business of the community.

I may state that the salmon catch this season was unprecedented, which will likewise tend to greatly increase the trade of the province.

The inauguration of the fire wardeney system has been of marked benefit so far. Numerous fires have started, which have been put out promptly by the fire wardens, who are actively patrolling their districts and paying strict attention to their duties. The present season being very dry, the danger of fire is very considerable as yet, and will require constant vigilance on the part of the wardens. I might respectfully suggest that the number of fire wardens be increased, as their territories are altogether too large, in consequence of which the rangers are not able to give the attention that they otherwise would, if confined to more limited areas.

I am, sir, your obedient servant,

JAMES LEAMY.
Crown Timber Agent.

STATEMENT of Receipts of New Westminster Crown Timber Agency for Fiscal Year ended June 30, 1901.

Month.	Ground Rent.	Royalty.	Permit Dues.	Seizure Dues.	Total.
1900.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	162 92	988 61	79 45	13 26	1,244 24
August	25 53	1,873 09	18 00		1,916 62
September	680 47	323 15	65 00	55 60	1,124 22
October	5 79	699 28	4 94		710 01
November		624 89	63 60	166 56	855 05
December	110 05	358 79	91 84		560 68
1901.					
January	1 28	286 74	108 25		396 27
February		895 28	132 75		1,028 03
March	0 65	1,158 64	115 84		1,275 13
April	10 14	915 55	857 15		1,782 84
May	1,221 23	167 10	122 05	510 24	1,960 62
June	639 12	773 77	96 25	500 00	2,009 14
	2,857 18	9,004 89	1,755 12	1,245 66	14,862 85

List of Mills operating in Dominion Railway Belt of British Columbia ended June

Name of Owner	Where Situated.	Capacity of Mill.	Kind of Power.	Operating on Limit No.	Where Situated.	Quantity of lumber manufactured.
		Ft.				Ft.
I. R. & T. S. Reilly	Ottertail	7,000	Steam	5	Kicking Horse river	526,800
W. C. Wells	Palliser	30,000	"	3 & 29	" & Tp. 25, 19, W 5. M	2,732,300
Columbia River Lumber Co	Golden	10,000		16, 17, 231 232	Columbia river	6,231,672
" "	Beaver	100,000	"	14 & 15	" & Tp. 20, 10, W. 6 M	2,962,787
Fred. Robinson	Revelstoke Station	25,000	"	49, 207, 118 123	Columbia river	1,782,873
Yale-Columbia	Nakusp	30,000	"	114	"	551,620
Fred. Robinson	Revelstoke Station	25,000	"	116 & 117		
Columbia River Lumber Co	Kualt	25,000	"	71, 72, 78, 66, 45, 239	Tappen Sid'g., Notch Hill	1,581,844
Shuswap Milling Co	Kamloops	10,000	"	171	Tp. 20, 13, W. 6 M.	
Harrison River Mills T. & T. Co	Harrison River	75,000	"	63 & 227	Harrison river	2,932,346
William Sulley	Ruskin	25,000	"	Not operating		
McLaren Ross Lumber Co.	Millside Station	120,000	"			
Brunette Saw-mill Co.	Sapperton	70,000	"	33, bk. 2, 138	Stave river and lake	348,232
B. C. Mills T. & T. Co	New Westminster	90,000	"	B & 176	Mud bay	6,598,423
" "	Vancouver	225,000	"	Not operating		
Grant & Kerr	Ladner	20,000	"	Q. 51, 103	Stave river & Mud bay	2,460,130
Pacific Coast Lumber Co.	Lulu Island	40,000	"	Not operating		
E. H. Heaps & Co	Vancouver	75,000	"	33, bks. 1, 3 & 4, 150, 185, 96	Stave river	110,392
Hastings Shingle Mfg. Co.	"	50,000	"	52	Port Moody	1,636,434
Shuswap Milling Co	Greely Creek	75,000	Water	64	Greely creek	
Canadian Pacific Lum. Co.	Port Moody	75,000	Steam	111	Port Moody	687,000
G. W. Phipps	Vancouver			69 & 209	Deer lake	899,540
Peter Ryan						
Ashcroft Water, Electric and Improvement Co.	Kamloops	50,000		240 & 263		834,823
K. Mikuni	Vancouver			246	Burrard Inlet	
						32,877,216

and Statement showing Quantity of Timber manufactured during fiscal year 30, 1901.

Quantity of lumber sold.	Quantity of lumber on hand.	Quantity of shingle bolts cut.	Quantity of shingles sold.	Quantity of shingles on hand.	Quantity of logs manufactured.	Quantity of logs sold.	Quantity of railway ties manufactured.	Quantity of railway ties on hand.	Quantity of railway ties sold.	No. of Mill.	Date of last return.
Ft.	Ft.	Cords of bolts.	Cords of bolts.	Cords of bolts.			Pcs.	Pcs.	Pcs.		1901
439,448	157,342						7,000	7,000		4	June 30
1,904,975	2,456,872									8	" 30
2,398,491	1,250,983				5,500	5,500	93,101	93,101		18	" 30
3,684,576	1,650,614						33,460	33,460		8	" 30.
1,422,442	500,000				318,000	318,000				16	" 30
551,620										28	" 30
										8	" 30
1,674,474	2,892,070						86,764	86,764		18	" 30.
										4	" 30.
2,932,346	177,863									20	" 30
										4	" 30
										3	" 30
348,232										24	" 30.
8,894,193	4,609,277									10	" 30.
										4	" 30.
1,568,101	892,026									28	" 30.
										4	" 30.
110,392		1,792½	985	807½						24	" 30.
1,112,886	450,000	2,195	1,945	250						4	" 30.
										4	" 30.
687,000										20	" 30.
899,540										8	" 30.
..	884,823						7,531		7,531	4	" 30.
		1,246	785½	460½						3	" 30
29,228,729	18,958,870	5,233½	3,715½	1,518½	323,500	323,500	224,856	217,325	7,531	269	

No. 22.

REPORT OF CROWN TIMBER AGENT AT CALGARY.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE.
CALGARY, ALTA., August 23, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to inclose the following statements for the 12 months ending June 30, 1901:—

Schedule 'A.'—Statement of receipts on account of Crown timber, &c., covering the period referred to, amounting to $8,570.03.

Schedule 'B.'—General office work.

Schedule 'C.'—Showing the saw-mills within the Crown timber agency operating under government license, to June 30, 1901.

The lumber trade has been very brisk this year, a large quantity having to be brought in from points in British Columbia.

I am, sir, your obedient servant,

J. R. SUTHERLAND,
Crown Timber Agent.

SCHEDULE A.

STATEMENT of receipts for twelve months ending June 30, 1901.

Month.	Dominion Lands.	School Lands.	Total.
1900.	$ cts.	$ cts.	$ cts.
July	1,423 96	19 40	1,443 36
August	424 25	9 10	433 35
September	555 82	50 31	606 13
October	878 66		878 66
November	379 15	25 60	404 75
December	230 84	38 40	269 24
1901			
January	968 02	6 40	974 42
February	127 28	6 40	133 68
March	687 39		687 39
April	594 67	25 60	620 27
May	539 62	32 50	572 12
June	1,523 01	23 45	1,546 46
	8,332 87	237 16	8,570 03

J. R. SUTHERLAND,
Agent.

SCHEDULE B.

GENERAL Office Return of the Calgary Crown Timber Agency for the year ending June 30, 1901.

Description of Return.	Number.	Compared with Last Year's Report.		Remarks.
		Increase.	Decrease.	
Number of letters written (including Dominion lands).	4,588	1,848		
received (including Dominion lands).	6,934	700		
of permits issued subject to dues.	12	2		
of free permits issued	180	17		
of mail returns received and verified	24	2		

J. R. SUTHERLAND,
Agent.

SCHEDULE C.

SHOWING the Saw-mills in the Calgary Crown Timber Agency operating under Government Licenses, for the year ending June 30, 1901.

No.	Owner or Owner and Assignee.	Mill — Where Situate.	Kind of Power.	Horse Power.	Commenced operations.	Description of Timber.	Location of Limit.	Quantity of lumber manufactured during Year ended June 30, 1901.	Quantity sold from and not manufactured in 1900. 1901, and on hand July 1, 1901.	Quantity of lumber on hand June 30, 1901.	Quantity of shingles on hand and sold since July 1, 1900.	Date of last return.	No. of returns.	Remarks.
												1901.		
1	Hon. Peter McLaren .. Mountain Hill	Mill Creek.	Water	20	1882	S. and F . .	Mill Creek.	55,448	120,895	19,196	.	June 30	4	
2	Hon. Peter McLaren . McLeod Mill.		Steam	40	1888	S. and F. .	Old Man's River	2,745,810	2,655,534	693,274	..	" 30	4	
3	Eau Claire and Bow River Lumber Co. . ..	Calgary .	Steam	65 usu'l can wk 175	1887	Fir, Spruce and Cypress pine	Kananaskis Riv.	3,355,302	2,572,972	2,527,677	..	" 30	4	
												1900.		
4	R. G. Belvedere, owner, operated by C. Terry.	Cardston. . .	Steam	25	1891	S. and F	St. Mary's River	40,000	56,000	.		Dec. 31	2	
												1901.		
5	John Lineham.	Dewdney .	Steam	50	1890	S. and F	Sheep Creek	1,251,750	1,246,369	701,484	. .	June 30	4	
6	H. B. DeWolf .	N'th Fork Old Man's River.	Steam	25	1898	S. and F.	Old Man's River	9,000	30,800	5,213	.	" 30	4	
7	Wm. Smibert .	Cypress Hills	Steam		....	. .	....	329,500	146,500	.	.	M'ch 31	3	
								7,786,810	6,829,070	3,946,844				

J. R SUTHERLAND,
Agent.

No. 23.

REPORT OF CROWN TIMBER AGENT AT PRINCE ALBERT.

DEPARTMENT OF THE INTERIOR,
CROWN TIMBER OFFICE,
PRINCE ALBERT, SASK., July 23, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to inclose herewith the following statements for the year ending June 30, 1901:—

Schedule 'A.'—Statement of receipts on account of Crown timber, grazing, mining and hay.

Schedule 'B.'—Statement showing saw-mills operating under government license.

Schedule 'C.'—Statement showing general official work during the year.

I am, sir, your obedient servant,

JNO. McTAGGART,
Crown Timber Agent.

SCHEDULE A.

STATEMENT of Receipts from Timber, Grazing and Hay lands at the Crown Timber Office, Prince Albert, for the twelve months ending June 30, 1901.

Month.	Dominion Lands.	School Lands.	Total.
1900.	$ cts.	$ cts.	$ cts.
July	636 58	4 90	641 48
August	27 17	2 55	29 72
September	1,434 80		1,434 80
October	1,354 43		1,354 43
November	409 80		409 80
December	48 82		48 82
1901.			
January	1,095 48	15 00	1,110 48
February	613 76	3 00	616 76
March	196 88	6 40	203 28
April	326 78	10 00	336 78
May	1,270 04	3 00	1,273 04
June	28 85		28 85
Total	7,443 39	44 85	7,488 24
Collected at head office			28,271 38
Grand total			35,759 62

Certified correct.

JOHN McTAGGART,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, July 11, 1901.

SCHEDULE B.

STATEMENT showing Saw mills in the Prince Albert district operating under Government License, during the year ending June 30, 1901.

Name of Owner.	Horse power and kind.	Capacity in 12 hours.	Commenced operations.	Description of timber.	Where cut.	Quantity of timber manufactured during the year.	Quantity of lumber sold	Number of shingles manufactured during the year.	Number of shingles sold during the year.	Date of last return.
						Feet				
James Sanderson	50 steam	25,000	1890	Spruce	Limits north of Sturgeon Lake	1,912,925	1,828,871	142,000	195,000	June 30, 1901.
Wm. Cowan & Co.	50 "	25,000	1890		Limits up Little Red River	3,080,083	1,940,800	592,000	328,750	
J. W. Shannon & Co.	30 "	10,000	1899		Limits up Little Red River	567,515	264,994			
							4,034,665			

JOHN McTAGGART,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, July 23, 1901.

SCHEDULE C.

General return of the Crown timber office, Prince Albert, for the year ending June 30, 1901 :

Timber permits issued	343
Hay permits issued	65
Timber seizures	10
Free miner's certificates	—
Mill returns received	28

I am, sir, your obedient servant,

JNO. McTAGGART,
Crown Timber Agent.

CROWN TIMBER OFFICE,
PRINCE ALBERT, July 23, 1901.

No. 24.

REPORT OF CROWN TIMBER AGENT AT EDMONTON.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
EDMONTON, ALBERTA, September 9, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to inclose herewith schedules A and B, relating to the work of the timber and mines branch of this agency, for the year ending June 30 last.

The revenue collected at this office, and including payments made at head office, was $10,262.01.

I am, sir, your obedient servant,

A. NORQUAY,
Acting Crown Timber Agent.

SCHEDULE 'A.'

STATEMENT of Receipts from Timber, Grazing, Hay and Mining at the Edmonton Office, and including payments made at Head Office, for the year ending June 30, 1901.

Month.	Amount.	Month.	Amount.
1900.	$ cts.	1901.	$ cts.
July	247 67	January	329 18
August	279 38	February	1,410 84
September	597 54	March	661 03
October	434 41	April	1,893 79
November	380 45	May	3,431 17
December	163 50	June	433 05
		Total	10,262 01

SCHEDULE 'B.'

RETURN of Saw-mills operating in Edmonton Crown Timber Agency under Government License during the year ending June 30, 1901.

Name of Owner or Owner and Assignee	Where situated.	Kind of power.	No. of horse power.	Operations begun.	Logs cut at Limit No.	Quantity of lumber manufactured in period.	Quantity of lumber sold in period.	Date of last return forwarded to H.O.	Kind of timber.	No. of returns.
D. R. Fraser & Co	Edmonton	Steam		1899	788	712,373	1,177,319	June, 1901	Spruce	4
Walter & Humberstone	Strathcona	"	80	1898	709	545,596	1,032,554	March, 1901	"	3
"	"	"	80	1900	864	217,755	217,755	1901	"	3
Leopold E. Benz	Wetaskiwin	Not given.		1900	860	50,000	20,000	June, 1901	"	1
Bank of Ottawa assigned to D. R. Fraser & Co.	Edmonton	Steam	"	1900	496	855,060	245,601	" 1901	"	1
G. A. Love	Red Deer	Not given.		1901	911	277,000		1901	"	2
C. H. Swanson & L. Peterson	Wetaskiwin	"		1901	949	9,872	9,872	1901	"	2
J. F. Fetherstonhaugh	Ft. Saskatchewan	"		1901	910	40,000	40,000	1901	"	2
"	"	"		1901	956			1901	"	1
D. W. McKenzie	Half Moon Lake, Tofield.	"		1901	849	75,000	13,563	1901	"	2
						2,782,656	2,756,664			

No. 25.

REPORT OF THE ORDNANCE AND ADMIRALTY LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH
OTTAWA, August 10, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior.
Ottawa.

SIR,—I have the honour to submit the usual report on the transactions of this branch of the department for the fiscal year ending June 30, 1901.

The subjoined statements are similar to those prepared in previous years. They include :—

A Statement of sales made since the preparation of the last report. This includes lots redeemed by Ottawa tenants in accordance with the provisions contained in the leases originally granted by the Imperial authorities. Total amount, $9,631.35, of which sum $6,750.35 has been received on account.

At Toronto, lot No. 1, North Wellington avenue, containing 6,240 superficial feet, was sold at public auction for $550, on the usual terms governing ordnance lands sales, namely : One-fifth to be paid at the time of sale and the balance in four equal annual instalments, with interest at 6 per cent per annum. The presence of a lumber yard and a cattle market in the near vicinity detracted from the value of the lot, so that the amount received being considerably in advance of the value placed on it by the department, the sale may be considered satisfactory.

At Niagara-on-the-Lake, six lots, each two-thirds of an acre in area, being a subdivision of the hospital lots, were sold at public competition for the sum of $1,980, or an average price of $330 per lot, or $495 per acre, on the usual conditions governing ordnance lands sales, as above mentioned.

At Fort Erie, twenty-two lots, averaging about an acre in area, and five narrow strips of land surveyed off the abandoned right-of-way of the Buffalo, Brantford and Lake Huron Railway, were sold at public auction for the sum of $4,611, or for an average price of $206.11 per lot, or $211.11 per acre, a considerable advance on the upset price, and when compared with the values obtained for the surrounding land, the amount received is one with which the department should be satisfied. Of the total amount realized by the sale, 86·66 per cent, or $3,997.50 has been received on account. A small lot containing 2,553·88 superficial feet, the last of a number of small lots referred to in my last report, which were surveyed off the abandoned right-of-way aforementioned, and across which it was necessary for the owner of the adjoining lots to pass to attain the street, was sold for $6.23, being at the same rate per acre as that paid for the adjoining lot, together with a proportionate part of the cost of survey.

In the township of Nepean, seven lots, forming part of Lot K, concession C, being all the lots in that locality remaining undisposed of from the sale held there last year, were sold at public competition for $387, or an average price of $55·28 per lot, or $87.10 per acre, on the usual conditions governing ordnance lands sales.

Lot No. 194, of the parish of Ste. Anne de Sorel, at Sorel, P.Q., comprising an area of 42·56 arpents, and being a continuation of land in the above mentioned parish, whose proprietors had occupied this lot for many years, and made improvements

thereon, was sold for $87.12, or for $2 per arpent, the rate at which similar land in the vicinity had been sold.

At Ottawa the consideration money for twelve lots in the city, amounting to $1,994.48, has been paid, and letters-patent therefor have been issued, in accordance with the terms of the original leases granted by the Imperial authorities.

At Quebec the sale of two lots, disposed of at public auction in 1876, was completed by the payment of the balance of purchase money, and interest accrued thereon, amounting to $1,512.80.

Permission to cut hay on the Longueuil farm (containing 190 acres) at Longueuil, P.Q., was disposed of by tender for the sum of $120, and the farm was subsequently leased to Joseph Lapointe for five years, at $300 per annum.

Lot No. 11 of the ordnance reserve at Grand Falls, N.B., was leased to Frederick A. Howard for a term of 21 years.

(B) Statement showing localities on account of which moneys have been received during the fiscal year. Total amount, $14,604.47.

The contingent expenses of the branch for the period ending June 30, 1901, were $923.12. Of this amount $379.92 was paid for salaries, $245.08 for professional services, $217.03 for advertising, and $81.09 for sundries.

(C) Statement showing the receipts month by month, divided into principal, rent or interest, and fees.

(D) Statement showing the amount due and remaining unpaid June 30, 1901, in the several localities where ordnance lands are situated, classified as rent or interest, and principal moneys. The total amount shown to be due is $30,824.57 —an increase, when compared with 1900, of $1,454.31, to be accounted for by the number of sales held during the year, and by the $800 additional rental due by the Quebec government. Of the amount remaining due and unpaid by tenants, $18,150 is due by the government of the province of Quebec, and $4,942.26 by lessees of ordnance lands in the city of Ottawa.

The routine work of the office compares favourably with that of previous years. During the year 413 letters were received, 540 letters were written, and upwards of 1,200 notices and statements of accounts mailed to tenants and purchasers in arrears: 24 assignments were registered, 29 drafts of letters-patent were prepared, and 89 warrants issued for the Bank of Montreal at Ottawa to receive moneys. In addition to this, upwards of 600 accounts now open with the respective purchasers and tenants of ordnance lands have been carefully kept.

I am, sir, your obedient servant,

JAS. N. FERGUSON,
Clerk in Charge.

SESSIONAL PAPER No. 25

'A.'—Statement of Sales made during the year ending June 30, 1901.

Locality	Number of Lots Sold or Reduced	Amount.	Amount Received on Account
		$ cts.	$ cts.
Port Erie	28 lots	1,992 75	1,992 75
Nepean	7 lots part of lot K, concession C	387 00	193 00
Niagara	6 lots	1,980 00	396 00
Ottawa	12 lots reduced	1,994 48	1,994 48
Toronto	1 lot	220 00	110 00
Sarnia	1 lot	87 12	87 12
		9,661 35	6,750 35

JAS. N. FERGUSON,
Clerk in Charge.

Department of the Interior,
Ordnance and Admiralty Lands Branch,
Ottawa, August 10, 1901.

'B.'—Statement showing the several localities on account of which moneys have been received during the fiscal year ending June 30, 1901.

Locality	Amount	Locality	Amount
	$ cts		$ cts.
Amherstburg	2 00	Brought forward	10,017 48
Burlington Beach	260 00		
Charlottenville	19 00	Oxford	9 20
Deseronto	34 23	Point Edward	10 00
Edmundston	1 00	Point Pelee	240 00
Ebenezer	9 70	Prescott	1 00
Fort Cumberland	80 00	Quebec	1,512 80
Fort Erie	4,013 23	Queenston	1 00
Grand Falls	142 52	Rondeau	10 00
Grenville	2 20	Shelburne	32 00
Kingston	327 50	Sorel	144 20
Longueuil	122 00	St. Croix	1 00
Montreal	1 00	Toronto	2,450 00
Nepean	511 53	Wolford	137 80
Niagara	407 00	Registration fees	57 00
Ottawa	0 25		
Ottawa	3,885 82		14,693 47
Owen Sound	69 00	Refund	10 00
Carried forward	10,017 48	Net receipts	14 683 47

JAS. N. FERGUSON,
Clerk in Charge.

Department of the Interior,
Ordnance and Admiralty Lands Branch,
Ottawa, August 10, 1901.

'C.'—STATEMENT of receipts on account of Ordnance and Admiralty Lands for the fiscal year ending June 30, 1901.

Date.	Fees.	Rent or Interest.	Principal.	Total.
1900.	$ cts.	$ cts.	$ cts.	$ cts.
July	16 00	397 66	1,661 24	2,074 90
August		919 42	256 50	1,175 92
September		45 55	200 00	245 55
October	10 00	160 46	408 78	579 24
November		149 67		149 67
December	8 00	1,008 87	1,110 00	2,126 87
1901.				
January	1 00	1,453 96	217 50	1,675 46
February	1 00	339 32	255 28	598 60
March	2 00	40 01	77 43	119 44
April	13 90	660 64	395 00	1,069 54
May		992 77	3,226 00	4,218 77
June		291 75	268 76	560 51
	57 90	6,460 08	8,076 49	14,594 47

JAS. N. FERGUSON,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, August 10, 1901.

D.—STATEMENT showing amounts due and unpaid on account of rent, instalments of purchase money and interest to June 30, 1901.

Locality	Rent or instalments of principal and interest unpaid June 30, 1901.	Amount of instalments of principal and interest accrued since June 30, 1901.	Total amount.
	$ cts.	$ cts.	$ cts.
Amherstburg	2 00		2 00
Burlington Beach	180 00		180 00
Carleton	3 60		3 60
Cornwall	992 34	984 93	1,977 27
Dalhousie	7 29	76 50	83 79
Esquimalt	287 69	312 38	595 07
East Cumberland	271 00		371 00
Fort Erie	20 00		20 00
Grand Lake	335 14	298 77	633 91
Kingston	467 94	140 93	608 87
Maitland	18 00		18 00
Montreal	1 00		1 00
Nepean	282 80	1,352 40	1,635 20
Niagara	10 00		10 00
Ottawa	1,942 62	264 00	2,206 62
Owen Sound	37 75		37 75
Oxford	11 00		11 00
Petawawa	2 52	6 00	8 52
Prescott	25 64	188 00	213 64
Point Pelee	800 00		800 00
Pointe Platon	5 00		5 00
Presque Isle	1 00		1 00
Quebec	18,240 00		18,240 00
Sarnia	197 33		197 33
St. Johns	2 00		2 00
Windsor	52 00		52 00
	27,230 63	3,593 94	30,824 57

JAS. N. FERGUSON,
Clerk in Charge.

DEPARTMENT OF THE INTERIOR,
ORDNANCE AND ADMIRALTY LANDS BRANCH,
OTTAWA, August 10, 1901.

No. 26.

REPORT OF THE LAND PATENTS BRANCH.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, September 30, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior.

SIR,—I have the honour to submit herewith the following statements necessary in the preparation of the departmental report for the year ending June 30, 1901, and which are as follows :—

A.—Statement of entries affecting Dominion lands made at head office.

B.—Statement showing number of acres of swamp lands in Manitoba transferred by order in council to province of Manitoba.

C.—Statement showing number of patents forwarded to the several registrars : and the number of notifications mailed to patentees.

D.—Statement showing number of deeds of transfer recorded at head office.

E.—Statement showing number of entries cancelled.

F.—Statement abstract of letters-patent covering Dominion lands in Manitoba, North-west Territories, British Columbia and Yukon Territory, issued from the Department of the Interior during the first six months of 1900, and the year ended June 30, 1901.

I am, sir, your obedient servant,

WM. M. GOODEVE,
Chief Clerk, Land Patents Branch.

A.—STATEMENT of Entries affecting Dominion Lands which were made at Head Office during the fiscal year ended June 30, 1901.

Special Grants.		Canadian Northern R'y Co.		Canadian Pacific R'y Co.		Manitoba & N. W. R'y Co.		Manitoba S. W. Col. R'y Co.		Calgary & Edmonton R'y Co.		Ont. Appelle, Long Lake & Sask. R. & S. Co.		Railway Right of Way.		Total.	
No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.	No.	Acres.
64	2,677	2	180	2459	6,243,490	789	204,027	148	35,917	33	5,813	54	104,857	33	266	3582	6,597,927

WM. M. GOODEVE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, September 28, 1901.

B.—Statement showing the number of acres of swamp lands in Manitoba transferred by Order in Council to the Province of Manitoba up to June 30, 1901.

Date of Order in Council	Acres
April 21, 1884	101,740
April 16, 1888	2,600
June 7, 1888	60,356
August 25, 1891	109,635
December 7, 1891	36,479
April 22, 1895	60,480
October 21, 1895	13,040
" 4, 1895	50,602
" 31, 1895	5,520
" 31, 1896	6,960
November 10, 1896	137,046
December 1, 1896	117,250
June 18, 1897	151,985
" 27, 1898	5,120
December 1, 1899	148,811
February 17, 1899	
August 18, 1899	48,470
May 26, 1900	
September 11, 1901	28,264
Total	1,189,527

Wm. M. GOODEVE,
Chief Clerk.

Department of the Interior,
Land Patents Branch,
Ottawa, September 28, 1901.

C.—Statement showing the number of patents forwarded to the several Registrars of the Land Registration Districts of the North-west Territories, and the number of notifications mailed to patentees during the year ended June 30, 1901.

Registration Districts	Number of Patents forwarded to Registrars	Number of Notifications mailed to Patentees
Assiniboia	1,759	[illegible]
East Saskatchewan	[illegible]	[illegible]
West Saskatchewan	[illegible]	[illegible]
North Alberta	[illegible]	[illegible]
South Alberta	[illegible]	[illegible]
Yukon	[illegible]	[illegible]
Total	[illegible]	[illegible]

Wm. M. GOODEVE,
[illegible]

Department of the Interior,
Land Patents Branch,
Ottawa, September 28, 1901.

D.—STATEMENT showing the number of Deeds of Transfer recorded at head office during the year ended June 30, 1901 :—

Number of deeds registered	1,018
Fees received in connection therewith	$2,036

WM. M. GOODEVE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, September 28, 1901.

E.—STATEMENT showing the number of Entries cancelled during the fiscal year ended June 30, 1901, also the year in which such entries were made.

Year.	Homestead	Pre-emptions	Pre-emption sales.	Timber sale.	Sales.
1875	1				
1877	1	1			
1878	1				
1879	2		1		1
1880		1	4		
1881	2	3			
1882	10	17			
1883	17	44			
1884	12	30		2	
1885	6	9		3	
1886	10	11			
1887	9	9		1	
1888	22	16	1	1	
1889	39	59		2	
1890	49	1		4	1
1891	108		2	2	2
1892	87		2	1	
1893	45		1		
1894	69				
1895	53				
1896	18		1		
1897	40				
1898	155		3	2	
1899	538		4	1	
1900	357	1	5	2	1
1901	31		1		
	1,682	202	25	21	5

WM. M. GOODEVE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, September 28, 1901.

F.—Abstract of Letters Patent covering Dominion Lands situate in Manitoba, the North-west Territories, British Columbia and the Yukon Territory, issued from Department of the Interior, during the first six months of 1900, and the fiscal year ended June 30, 1901.

No.	Nature of Grant	From July 1, 1900 to June 30, 1901		From January 1, 1900 to June 30, 1900	
		Patents	Area	Patents	Area
1	Homesteads	1,886	299,046	1,176	183,160
2	Sales	346	76,040	160	30,758
3	Rectification of homestead	236	39,967	93	1,792
4	Sales	18	1,674	17	1,848
5	Canadian Pacific Railway lands	569	122,815	219	46,564
6	Canadian Pacific Railway scrip	1,787	3,751,346	62	11,823
7	Canadian Pacific Railway road bed and station grounds	6	265	1	106
8	Hudson Bay lands	5	960	2	320
9	North-west half breed grants	634	130,184	8	1,278
10	Manitoba Act grants	8	192	3	768
11	Special grants	94	26,777	24	9,572
12	Colonization grants	14	1,679	6	720
13	Manitoba North-western Railway	209	46,442	11	2,391
14	Manitoba South-western Colonization Railway	165	34,570		
15	Hudson's Bay Co.			1	64
16	Military bounty lands	12	3,824	14	4,474
17	School land sales	41	4,010	9	1,684
18	Private sales	16	1,859	7	1,916
19	Coal land sales	8	1,335	2	20
20	Forestry rights				
21	Assignments of Mortgage	2			
22	North-western Coal and Navigation Company Alberta Railway and Coal Co.	51	192,277	8	4,048
23	Calgary and Edmonton Railway Co.	27	5,996	18	3,671
24	Mineral rights			2	130
25	Mining leases sales	2	179		
26	Qu'Appelle, Long Lake and Saskatchewan Railroad and Steamboat Company	72	101,584		
27	The University of Manitoba			1	370
28	Final homesteads			1	
29	Leases	3	60	1	80
30	Free wood lots	1	20		
31	Lieutenant-Governor's reserve	11		24	
32	Yukon Territory sales	148	94	347	
33	Yukon Territory special	119		31	
34	Ontario Northern and Central Railway Co.	1	320	1	1,280
	Totals	6,461	4,965,747	2,979	330,961

WM. M. GOODEVE,
Chief Clerk.

DEPARTMENT OF THE INTERIOR,
LAND PATENTS BRANCH,
OTTAWA, September 28, 1901.

No. 27.

REPORT OF THE ACCOUNTANT.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, August 23, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit statements of revenue collected from various sources during the fiscal year 1900-1901, as follows :—

A.—Dominion lands, including Yukon Territory....	$1,874,159 09
B.—Ordnance lands.....	14,604 47
C.—School lands.....	48,049 83
D.—Registration fees.....	33,979 77
E.—Fines and forfeitures, N.W.T.....	1,977 96
F.—Casual revenue.....	1,587 57
G.—Seed grain repayments.....	15,711 63

A statement of the revenue on account of Dominion lands (marked II) shows the receipts monthly, classified under sub-heads.

Statement (marked I) shows a comparison between the receipts on account of Dominion lands for 1900-1901 as compared with the revenue of the previous fiscal year.

I am, sir, your obedient servant,

CHAS. H. BEDDOE,
Accountant.

A.—Dominion Lands Revenue (Cash and Scrip), for the fiscal year ended June 30, 1901.

	Cash.	Scrip.	Total.
Yukon Territory	$ cts.	$ cts.	$ cts.
Sales of lands	14,451 89	21,147 11	35,599 00
Rentals of lands	10,376 93		10,376 93
Survey fees	3,270 00		3,270 00
Leases of petroleum fees	200 00		200 00
Timber dues	74,893 80		74,893 80
Hay lands	1,057 42		1,057 42
Grazing lands	51 20		51 20
Mining fees	348 50		348 50
Royalty on gold	596,368 65		596,368 65
Hydraulic	11,412 32		11,412 32
Dredging leases	2,650 00		2,650 00
Free miners' certificates	126,861 00		126,861 00
Map sales, office fees, &c.	288 00		288 00
Unclassified revenue	2,958 50		2,958 50
	1,220,396 80	21,147 11	1,241,544 00
Net losses by assay	1,921 99		1,921 99
	1,218,474 90	21,147 11	1,239,622 01
Dominion Lands Agencies			
Alameda	5,804 65	8,350 56	14,155 21
Battleford	176 00	140 00	316 00
Brandon	6,485 29	18,108 02	24,593 31
Calgary	10,069 58	49,042 18	59,111 76
Dauphin	5,576 80	3,249 56	8,826 45
Edmonton	18,763 54	6,642 30	25,405 84
Kamloops	3,211 96	4,488 00	7,699 96
Lethbridge	23,400 46	109,971 21	133,371 67
Minnedosa	5,009 71	6,590 49	11,600 20
New Westminster	851 00	485 10	1,336 10
Prince Albert	5,706 57	3,163 81	8,870 38
Regina	12,321 96	40,422 81	52,744 77
Red Deer	10,106 93	7,179 45	17,286 38
Yorkton	5,341 08	6,994 53	12,335 61
Winnipeg	7,796 22	40,494 90	48,291 12
Crown Timber Agencies			
Alameda	91 75		91 75
Battleford	165 00		165 00
Brandon	330 10		330 10
Calgary	6,067 86		6,067 86
Dauphin	2,270 91		2,270 91
Edmonton	9,628 57		9,628 57
Lethbridge	134 04		134 04
Minnedosa	1,706 18		1,706 18
New Westminster	23,134 70		23,134 70
Prince Albert	3,348 20		3,348 20
Regina	233 10		233 10
Red Deer	304 67		304 67
Winnipeg	54,302 50		54,302 50
Yorkton	225 00		225 00
Miscellaneous			
Rocky Mountains Park of Canada	1,047 37		1,047 37
Irrigation fees	48 15		48 15
Map sales, office fees, &c.	3,076 79		3,076 79
Fees in connection with patents	1,000 00		1,000 00
Survey fees	28,113 90		28,113 90
Patent fees	300 00		300 00
Receipts	85 00		85 00
Examination fees D. L. S.	160 00		160 00
Over receipts	25 00		25 00

A.—Dominion Lands Revenue (Cash and Scrip)—*Concluded.*

	Cash.	Scrip.	Total.
Miscellaneous—Concluded.	$ cts.	$ cts.	$ cts.
Commission on collections	23 56		23 56
Refunds of refunds	147 90		147 90
Mining fees	860 00		860 00
Hay lands	9,937 35	20 00	9,957 35
Dredging leases	3,000 00		3,000 00
Grazing lands	4,675 08	14,671 99	19,347 07
Coal lands	925 90		925 90
Refunds, account of scrip	75 00		75 00
	1,533,197 07	340,962 02	1,874,159 09
Refunds	15,877 55	2,491 30	18,368 85
	1,517,319 52	338,470 72	1,855,790 24

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1901.

B.—Statement of Ordnance Lands Revenue for the fiscal year ended June 30, 1901.

1900.	Receipts.
July	$2,074 90
August	1,175 92
September	245 55
October	589 24
November	149 67
December	2,126 87
1901.	
January	1,675 46
February	598 60
March	119 44
April	1,069 54
May	4,218 77
June	560 51
	$14,604 47
Refunds	10 00
	$14,594 47

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1901.

C.– Statement of Receipts on account of School Lands for the fiscal year ended June 30, 1901.

School District.	Amount.	Total.
	$ cts.	$ cts.
Manitoba	10,944 25	
Assiniboia	4,186 71	
Alberta	2,638 67	
Saskatchewan	50 20	
		18,049 83

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1901.

D.– Statement of Registration Fees for the fiscal year ended June 30, 1901.

District.	Registrar.	Total Registration Fees.
		$ cts.
Assiniboia	H. W. Newlands...	14,317 20
North Alberta	George Ray	6,295 50
South	W. R. Wilson	5,207 43
East Saskatchewan	S. Barraclough	1,982 70
West	R. L. Clarke	73 15
Yukon Territory	J. E. Cornwall	3,743 81
		33,619 77

CHAS. H. BEDDOE,
Accountant.

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1901.

F.—STATEMENT of Fines and Forfeitures, North-west Territories, collected under Dominion Statutes (except 'The Indian Act' and 'The Fisheries Act') for the fiscal year ended June 30, 1901.

Date of Bank Receipt.	Name.	Amount.	Total.
		$ cts.	$ cts.
1900.			
Oct. 15	The Attorney General, North-west Government, Regina..	520 60	
1901.			
Feby 1		533 60	
April 21		551 41	
July 13.....		372 35	
			1,977 96

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, August 23, 1901.

F.—STATEMENT of Casual Revenue for the fiscal year ended June 30, 1901.

Name.	Particulars.	Amount.
		$ cts.
J. E. Girouard...	Refund, account travelling expenses	91 00
J. Macarthur....	" proceeds of sale of grain	620 20
W. F. McCreary	" by H. Manweiler..	2 70
"	by Ellen Doyle, $7.50; and G. Lawrence, $4.90	12 40
"	account braid to Galicians.	19 50
	by McKay & Stephens	2 25
	" by W. B. Nicholson	4 10
"	" by H. K. Webb	50
	account railway fares	2 05
C. Stensholm..	" balance on account immigration expenses.	2 05
H. S. Conroy.. ...	" balance account travelling expenses	5 20
J. T. Lithgow	" proceeds of sale of scales.	15 00
Immigration Act't, Prince Albert.	balance on account immigration expenses.	33
A. D. L., Red Deer	" " contingencies	25 00
Jas. Macarthur..	" " "	7 70
W. B. Underhill	" " "	9 16
Wm. Ritchie.	" immigration expenses	50 00
W. F. McCreary	overpayment made to E. F. Betts, on June 27, 1900, cheque 1382	4 00
"	" immigration cheque, 187, of August 22, 1899, not used..	17 50
A. D. L., Battleford	balance contingencies..	12 53
H. Douglas	" proceeds of sale of five tons of hay Rocky Mountains Park.	20 00
G. Schlund.	" (purpose of remittance cannot be determined, post office addressed sender not being known)	2 69
A. D. L., Regina	proceeds of sale of frame house sold to Thomas Dodds	99 40
J. J. McArthur...	balance of advances on account travelling expenses, boundary surveys, cheque 45, of January 23, 1899.	50 00

F.—STATEMENT of Casual Revenue, &c.—*Concluded.*

Name	Particulars	Amount
		$ cts.
R. F. Jamieson	Refund, overpayment for bread, immigration expenses, 1899-1900	10 00
Immigration Commissioner	by A. Bowser, cheque 1004, of January 31, 1900	16 30
	by Robinson & Co., cheque 2504, of August 28, 1899	28 02
	by A. H. Pulford, cheque 776, of October 18, 1899	43 55
	by Edmonton Bulletin, cheque 1487, of June 27, 1900	1 00
	by McLean & Co., cheque 1383, of June 27, 1900	1 85
	by H. Hedley, cheque 1131, of May 18, 1900, in favour of A. L. Asselwin	8 70
	by D. Morrison, cheque 1439, of June 30, 1900	10 00
	by Robinson & Co., cheque 1854, of Sept. 29, 1899	11
	by Paul Wood, cheque 1219, of April 9, 1900	1 60
L. Rankin	balance account travelling expenses...	2 31
E. F. Stephenson		3 10
H. V. Currie		3 50
C. J. Fleming	overpayment made in April, 1900	3 00
J. L. Bell	account travelling expenses	14 75
R. Rankin		26 00
H. V. Currie		50
Levi Beck	overpayment.....	31 15
Immigration Commissioner	Fred W. Eichel, cheque 77, August 17, 1899	2 10
H. Douglas..	hay sold to A. S. Coles, $28; and W. C. McCuaig, $23.75	51 75
J. L. Bell	account travelling expenses	2 00
H. Douglas	sale of manure	7 50
Repayments	Account relief mortgagees of 1876	1,781 18
	seed grain advances, 1894	1,998 01
	1896	1,710 92
	1898	47 00
	1900	199 84
		10,324 52

The above has been audited and found correct as regards vouchers and cash.

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, August 23, 1901.

G.—Statement showing Seed Grain and Relief Mortgage Repayments for the fiscal year ended June 30, 1901.

	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain Advances.	Seed Grain to Settlers' Account.	Territorial Account.	Relief Mortgages.	Total.
	1900.	1898.	1896.	1895.	1894.	1890.	1886-87-88.	1876.	
	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
	199 84	47 00	1,727 35	3,830 93	5,018 25	1,469 32	1,637 78	1,781 18	15,711 63
			16 43	27 33	20 22		6 15		70 43
Refunds									
	199 84	47 00	1,710 92	3,803 60	4,998 04	1,469 32	1,631 63	1,781 18	15,641 50

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1901.

CHAS. H. BEDDOE,
Accountant.

H.—Statement of Gross Receipts on account of Dominion Lands for the Fiscal Year ended June 30, 1901.

Month.	Homestead Fees	Inspection Fees, &c.	Cancellation Fees.	Improvements	Original Sales of Lands.	Timber Dues	Rents from Grazing Lands.	Royalty, Hay, Permits, Mining Fees, Coal Lands, &c.	Parks, Mountains, Park of Canada.	Surveyors' Examination Fees	Map Sales, Office Fees, &c.	Sundry Fees	Fees re application for Patents	Miscellaneous	Total.
1900.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July	7,835 00	355 00	1,155 00	136 00	1,714 04	12,789 19	594 26	236,722 91	524 13		228 10	736 50	380 00	2,566 75	269,051 18
August	6,715 00	220 00	1,065 00	165 09	1,321 11	21,968 61	356 37	173,296 37	520 05		258 85	411 13	166 00	2,564 00	209,267 58
September	4,850 00	180 00	870 00	314 32	1,728 16	15,514 22	248 42	129,661 74	497 50		282 25	595 00	315 00	219 40	155,275 99
October	6,130 60	185 00	850 00	342 25	3,362 39	24,966 90	353 97	82,283 50	244 75	10 00	289 25	1,674 34	337 50	6,057 60	126,827 45
November	6,080 00	280 00	820 00	386 49	3,080 37	16,864 62	312 42	46,763 15	192 25		313 40	21,885 36	610 00	1,751 00	99,354 06
December	4,925 00	150 00	610 00	487 00	1,598 18	14,630 57	502 16	57,799 44	92 00		332 91	147 32	527 50	335 00	82,138 58
1901.															
January	4,190 00	145 00	770 00	286 14	5,331 27	9,224 32	603 91	24,382 25	58 50		449 85	708 01	435 00	876 00	47,363 25
February	3,525 00	130 00	595 00	185 72	3,022 11	11,554 85	389 22	30,784 74	366 67	135 00	306 37	381 00	330 00	2,651 15	54,697 26
March	6,325 00	80 00	375 00	198 06	4,091 01	10,660 56	491 18	49,115 91	1,021 66	10 60	386 90	406 84	155 00	5,307 14	79,258 50
April	8,385 00	10 00	10 00	687 65	2,067 29	10,927 12	398 54	57,792 83	97 60	10 60	315 26	2,356 06	35 00	3,326 00	92,087 75
May	10,015 00	45 00	46 00	765 50	3,572 28	41,959 13	252 71	48,721 19	167 50		393 35	1,393 12	80 00	1,642 00	109,392 47
June	10,035 00	20 00		369 00	6,264 12	19,359 13	219 52	166,236 46	292 00		388 65	424 54	25 00	6,303 81	209,304 83
Deduct assay charges	79,910 00	1,800 00	7,196 00	5,213 22	40,360 93	209,399 32	4,726 28	1,103,730 32 1,921 99	4,047 31	165 00	3,874 14	31,333 40	3,696 00	39,097 14	1,558,319 06 1,921 99
	79,910 00	1,800 00	7,196 00	5,213 22	40,360 93	209,399 32	4,726 28	1,101,808 33	4,047 31	165 00	3,874 14	31,333 40	3,696 00	39,097 14	1,556,397 07
Sets					326 270 03		14,071 99	20 00							340 362 02
	79,910 00	1,800 00	7,196 00	5,213 22	366,630 96	209,399 32	19,598 27	1,101,828 33	4,047 31	165 00	3,874 14	31,333 40	3,696 00	39,097 14	1,874,139 09

Department of the Interior,
Accounts Branch,
Ottawa, August 23, 1901.

CHAS H. BEDDOE,
Accountant

DOMINION LANDS REVENUE.

1.—STATEMENT of Gross Receipts (Cash and Scrip) on account of Dominion Lands Revenue for the fiscal year 1900-1 compared with the previous fiscal year.

Particulars.	Fiscal Year 1900-1901.	Fiscal Year 1899-1900.	Increase.
	$ cts.	$ cts.	$ cts.
Dominion Lands Agencies	425,704 53	233,872 98	191,831 55
Crown Timber Agencies	134,505 52	90,877 36	43,628 16
Rocky Mountains Park of Canada	4,047 31	2,727 60	1,319 71
Hay, Mining, Coal, Stone & Grazing Lands	34,090 32	28,262 26	5,828 06
Miscellaneous	36,189 40	15,955 70	20,233 70
	634,537 08	371,695 90	262,841 18
Yukon Territory	1,239,622 01	1,132,047 10	107,574 91
	1,874,159 09	1,503,743 00	370,416 09

CHAS. H. BEDDOE,
Accountant.

DEPARTMENT OF THE INTERIOR,
ACCOUNTS BRANCH,
OTTAWA, August 23, 1901.

SESSIONAL PAPER No. 25

No. 28.

REPORT OF THE SCHOOL LANDS BRANCH.

DEPARTMENT OF THE INTERIOR,
OTTAWA, October 1, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the usual annual report on the transactions of the school lands office for the fiscal year ending June 30, 1901.

No general sales of school lands were held during the year. As so large an area had been disposed of at the auction sales held in March, 1900, in the North-west Territories, and in June of the same year in Manitoba, it was not considered advisable in the interests of the school lands endowment fund to place any more lands on the market.

In your report of last year you referred to certain charges which were made shortly after the auction sales of 1900, with respect to irregularities alleged to have occurred in connection with certain of the auction sales held in Manitoba in June of that year, and also to the commission issued to His Honour James E. P. Prendergast, under the Great Seal, to investigate and report in regard thereto.

The reports of Judge Prendergast on the result of his investigation were received before the close of last session, and a copy of each report was submitted to parliament. In addition to his report dealing with the general aspect of the sales, he made a full report on his investigation of each auction sale, giving the details disclosed by the evidence obtained.

Before Judge Prendergast began his investigation he was furnished, at his request, with full information relative to the arrangements made for carrying out the sales referred to, such as the names and addresses of the officials employed in connection with each auction sale; lists of the lands offered and of those sold, with the prices obtained in each case; a list of the newspapers in which the sales had been advertised and copies of all complaints filed in the department in regard to such sales.

Mr. Isaac Pitblado, barrister-at-law, of Winnipeg, was retained to assist Judge Prendergast in the examination of witnesses, and Mr. Alexander Haggart, K.C., was also employed, on behalf of the Manitoba government, at their request, and both these gentlemen were present at all the sittings of the commission.

Sittings were held at each of the twenty-two points in Manitoba at which the auction sales had been held, namely, Brandon, Virden, Carberry, Oak Lake, McGregor, Morden, Portage la Prairie, Miami, Souris, Gladstone, Emerson, Birtle, Minnedosa, Crystal City, Rapid City, Killarney, Boissevain, Deloraine, Melita, Baldur, Holland and Winnipeg.

Defaults and re-sales appear to have been the subject of the greater part of the inquiry, and in regard to this it would, perhaps, be as well to quote the judge's words, which are as follows:—

'I may say in this respect that from an inspection of the original records of the sales, which I procured beforehand, I was enabled to ascertain in advance in what cases such defaults and re-sales had taken place, and to summon the parties connected therewith before the sittings of inquiry were held. I am in a position to state that every case of default and re-sale which has come to my notice was investigated and reported upon.

'Where defaulting was resorted to as a means of defrauding, the scheme consisted in a party bidding up the land until it was knocked down to him, and then leaving it to a friend to buy in at the re-sale for a lesser price, which could be done in most cases, as the attendance was then smaller in general, and the unsuccessful bidder or bidders in the first sale would often leave before the re-sale. Of course, where there was a community of purpose and concerted action between the defaulting purchaser at the first sale and the purchaser at the re-sale, there was fraud. On the other hand, it cannot be said that a purchaser at the first sale who defaulted did so with fraudulent intention, as there were some instances of purchasers who realized after the sale that they had mistaken the description and bid on land other than that which they required, and others, through misunderstanding, delay in the transmission of telegrams, and other causes, were unable to procure in time the necessary deposit money for which they had made arrangements. Nor was there impropriety in all cases for a party to bid in at a re-sale. The time when a re-sale was to be held was announced in advance in every case. It was but natural for parties to avail themselves of this further opportunity to procure the parcels they wanted, more particularly for those who, after bidding unsuccessfully at the first sale, suspecting that the purchaser would not settle for the exorbitantly high prices up to which the land was run in some places, expected that the parcel might be put up again.

'For the same reason the price offered at the first sale for a parcel which was afterwards not settled for, is not always indicative of its true value, as it several times happened, two farmers, whose respective farms adjoined a particular parcel, bid it up until it reached fantastic prices without any intention of perfecting the purchase, but simply to prevent the other from acquiring it. Of course, where parcels had been settled for as they were sold, which was done at several sales, there could be no object in defaulting, and there was no re-sale.'

At some of the sales, however, the practice was to proceed without waiting for settlements until a number of parcels had been disposed of, when there would be an adjournment to receive payments for those sold, after which the sale would again be proceeded with. Judge Prendergast states that the reasons given by the auctioneers for this practice are as follows :—

'That an uninterrupted offering of lots and bidding thereon brought in better prices in their opinion; that many parties who could procure their deposit money between the first sale and the re-sale felt averse to providing themselves with the same before they had definitely secured their parcel; and that this practice was the one followed at the previous school lands sales, and did not seem forbidden by the written conditions of sale supplied to them by the department.'

From the report it would appear that the complaints in regard to the officials in connection with the sales were seven in number, and with respect to these the judge states as follows :—

'In two cases the complainants, when appearing before the commission, withdrew their charges with apologies or expressions of regret; in two others, one complainant not appearing and the other stating that his representations to the department were only from hearsay, the parties referred to by both when examined under oath disproved the charges. In a fifth case, the complainant was emphatically contradicted by the very witness he called in support of his allegations, and in the sixth one, the complainant, besides explaining that by collusion he meant the action of the auctioneer in allowing outsiders to bid, was moreover contradicted by no less than seven witnesses who had all attended the sale and separately kept a record of the same in writing.'

In regard to the seventh complaint, which was to the effect that one of the record clerks was in collusion with certain persons whereby certain lands were sold to fictitious persons, and then in default of payment were offered again and purchased at the re-sale at a lower price by himself and others, the report reads as follows :—

'Four of the five witnesses supporting the complaint were themselves parties to combinations to keep down prices, and I do not believe, on the whole, that the charge is proven. At the same time, I must say, that not only was the clerk unwise in bidding at all at the sale, but there was a particular lack of discretion on his part in bidding under the special circumstances of the re-sale complained of.'

There appear to have been some complaints to the effect that the Brandon, Emerson, Crystal City, Boissevain and Deloraine sales were too fast, and with respect to this Judge Prendergast reports :

'There is no doubt, as was expressed at the inquiry, that they were run a good deal quicker than ordinary sales of farmers' stock. It appears that in five cases where the would-be bidders were slow in realizing from the description that the parcel they were after was being put up, better prices could have been obtained had the bids been dwelt upon more leisurely. At the same time, the weight of evidence, even as to the five sales above mentioned, is decidedly to the effect that those who had well in mind the description of the parcels they wanted, had full opportunity to put in all their bids; and, as already stated, a farmer would rarely be interested in more than one parcel, and hardly ever in two or three. It is also conclusively shown that sales conducted with a degree of briskness yield the best results, by keeping up an interest, adding keenness to competition and preventing combinations. As the sales were, it seems impossible, from the evidence, that they could have brought in better prices. In fact, the complainant's grievance, in some instances was that through the fastness of the sale the bidders lost their heads in the excitement and were made to pay more than the land was worth.'

The judge adds : 'I would venture to say that a recommendation to auctioneers that sales be conducted so as to afford opportunities to bid, even to those of slower minds, would probably not be out of place, without, however, tending to bring better prices, on the whole.'

In regard to the prices realized, the judge considers that, compared with prices obtained for similar lands in the same districts, they were decidedly high, the average price obtained at each auction sale ranging from $5.52 per acre, realized at the Birtle sale, to $15.94 per acre at the Carberry sale, or an average of $8.11 per acre for the twenty-two auction sales.

In summing up the result of his investigation, the judge states that the sales, considered in their general lines or formal parts, were all well conducted, and adds that the clerical work was well attended to, the recording being careful and accurate, and the moneys received being properly accounted for to the department. In fact, he states the record clerks seem to have particularly well performed their duties, which involved very considerable responsibilities.

The result of the investigation, as shown by the report of Judge Prendergast, is, in effect, that while at several of the sales there were instances of combination and collusion between the bidders at the first sales and re-sales, there was no wrong-doing or impropriety for which the department was responsible, and that the arrangements for the sales were found to have been satisfactory, and the sales themselves well conducted. Of the seven complaints made against officials of the sales, the investigation shows that six were without foundation, and that the seventh the judge does not consider proven, although he thinks the official was indiscreet in bidding at all, in view of his position.

In all cases in which the report shows that there was any collusion or combination between the bidders, or any indication of irregularity, the department declined to carry out the sale, either absolutely or except on the condition that the purchaser paid the price at which the land was knocked down at the first sale, according to the circumstances of the case.

In regard to this I may say that of 1,269 parcels disposed of at these auction sales, only 31 were in any way affected by the result of the investigation.

The revenue from sales of school lands during the fiscal year was as follows :—

Manitoba	$35,867 85
Assiniboia	2,726 09
Alberta	49 83
	$38,643 77

The revenue from cultivation permits for the same period was as follows :—

Manitoba	$261 50
Assiniboia	7 50
Alberta	53 75
	$322 75

From timber, hay and grazing, the receipts were :—

Manitoba	$4,142 29
Assiniboia	1,620 17
Alberta	2,447 53
	$8,209 99

The total revenue from all sources for Manitoba and the Territories, was $47,176.51.

The revenue from sales would have been much larger had the second instalments of the auction sales held in Assiniboia, in March, 1900, and in Manitoba, in June, 1900, been payable at the expiration of one year from the date of the sale, as is usually the case ; but, as you are aware, it was decided to extend the time of payment for the second instalment to November 1, 1901, so that the receipts from these instalments will go into the next financial year.

There is also a large reduction in the receipts from cultivation permits, owing to the fact that most of the lands for which cultivation permits had been issued in previous seasons were disposed of at the auction sales of 1900.

Appended hereto is the usual revenue and expenditure statement of the school lands funds of Manitoba and the several provisional districts of the North-west Territories, which shows the balance to the credit of the Manitoba school lands fund on June 30, 1901, to be $757,328.09, and the balance to the credit of the North-west Territories on the same date, $71,741.27.

I am, sir, your obedient servant,

FRANK S. CHECKLEY,
Clerk in Charge.

MANITOBA School Lands Fund.

	Dr.	Cr.
	$ cts.	$ cts.
Balance, July 1, 1900		728,266 41
Sales, 12 months ended June 30, 1901		35,867 85
Timber, hay and grazing, 12 months ended June 30, 1901		4,142 29
Rental for cultivation purposes, 12 months ended June 30, 1901		261 50
Interest, 12 months ended June 30, 1901		22,115 33
Cost of management at Ottawa, 12 months ended June 30, 1901	850 00	
Expenses, being examination, valuation, auctioneers' fees, printing, advertising, etc., 12 months ended June 30, 1901	10,359 96	
Interest paid to Manitoba Government to June 30, 1901	22,115 33	
Balance, June 30, 1901	757,328 09	
	790,653 38	790,653 38

Assiniboia School Lands Fund.

	Dr.	Cr.
	$ cts.	$ cts.
Balance, July 1, 1900		17 97
Sales, 12 months ended June 30, 1901		2,796 09
Timber, hay and grazing, 12 months ended June 30, 1901		3,670 17
Rental for cultivation purposes, 12 months ended June 30, 1901		1 20
Interest, 12 months ended June 30, 1901		62 06
Cost of management at Ottawa, 12 months ended June 30, 1901	125 00	
Interest paid Government of the North-west Territories to June 30, 1901	767 75	
Expenses for advertising, 12 months ended June 30, 1901	32 60	
Balance, June 30, 1901	19,149 84	
	20,329 29	20,329 29

Alberta School Lands Fund.

	Dr.	Cr.
	$ cts.	$ cts.
Balance, July 1, 1900		19,806 54
Sales, 12 months ended June 30, 1901		49 84
Timber, hay and grazing, 12 months ended June 30, 1901		2,447 36
Rental for cult vation purposes, 12 months ended June 30, 1901		83 75
Interest, 12 months ended June 30, 1901		1,487 32
Cost of management at Ottawa, 12 months ended 30th June, 1901	125 00	
Interest paid Government of the North-west Territories to June 30, 1901	1,083 11	
Balance, June 30, 1901	50,336 86	
	51,544 97	51,544 97

Saskatchewan School Lands Fund.

	Dr.	Cr.
	$ cts.	$ cts.
Balance, July 1, 1900		1,066 84
Timber, hay and grazing, 12 months ended June 30, 1901		50 20
Interest, 12 months ended June 30, 1901		2 02
Interest paid Government of the North-west Territories to June 30, 1901	62 61	
Balance, June 30, 1901	1,054 45	
	1,117 06	1,117 06

No. 29.

REPORT OF THE REGISTRAR.

DEPARTMENT OF THE INTERIOR,
CORRESPONDENCE REGISTRATION BRANCH,
OTTAWA, September 26, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit a statement showing the work of this branch for the fiscal year ended June 30 last.

The amalgamating of the files brought to headquarters by the Commissioner of Dominion lands with those of the department is progressing, with the result that upwards of 67,500 have been so dealt with.

I am, sir, your obedient servant,

K. J. HENRY,
Registrar.

STATEMENT of work done in the Correspondence Registration Branch during the year ended June 30, 1901.

	July 1, 1900 to June 30, 1901.
Letters received	67,860
Letters sent	94,386
Registered letters received	5,007
Registered letters sent	12,563
Total	179,816

Moneys received.

	July 1, 1900, to June 30, 1901
	$ cts.
Cash	8,277 37
Cheques	102,551 25
Scrip	145,423 28
Scriporders	66,690 27
Money orders	10,591 85
Total	333,534 02

PART II.

IMMIGRATION

IMMIGRATION

REPORT OF THE SUPERINTENDENT OF IMMIGRATION.

DEPARTMENT OF THE INTERIOR,
OTTAWA, October 19, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit to you, for publication in the Annual Report of the Department of the Interior, my own report and those of the several immigration agents in Canada, the United States and Europe, for the year ending June 30, 1901. These reports enter fully into the details of our immigration work, both at home and abroad during that period of time.

CORRESPONDENCE.

The attachments to our files at the head office during the year were 44,951 as compared with 53,162 for the previous year. The applications received here for information numbered about 55,801, and the number of pamphlets, maps, &c., sent in response to these applications was 257,204. Interesting correspondence from all parts of the globe for information concerning Canada as a place for settlement has been promptly dealt with, and in many cases has been followed by the personal attention of the agents.

DISTRIBUTION OF LITERATURE.

During the year 352 cases, containing 299,152 maps, pamphlets, &c., were sent to the agents in Great Britain, the United States and Canada for distribution. 248,500 copies of several editions of pamphlets, containing valuable immigration matter were also distributed during the year, making a grand total distribution of 1,011,652. Numerous separate publications were printed specially in the agencies abroad.

EXHIBITS.

Samples of fruits, vegetables, grains and grasses have been prepared and forwarded to the United States agents for exhibition at the eight leading fairs. Notwithstanding the difficulty of the trans-shipment of vegetables for long distances, the display made by these at the fairs was very creditable. Samples of ores, the fibre, roots, vegetables, grasses and minerals, including gold nuggets from the Klondike, have been forwarded to Great Britain for exhibition purposes. The display at the annual exhibitions of the products of the country is now widely known and is a great education and proves a very attractive and influential advertisement.

REPORTS.

The reports of the High Commissioner and of Mr. W. J. White, Inspector of United States Agencies, deal with the advertising carried on during the year in the United

Kingdom and in the United States, respectively. The report of Mr. W. T. R. Preston, Inspector of European Agencies, deals with the work of the United Kingdom and the continent, and shows that an active propaganda has been carried on there during the year. The report of the Commissioner of Immigration, Mr. J. Obed Smith, deals in detail with the work of Manitoba and the Territories, as administered from his office, and shows that the largely increasing number of immigrants have been properly looked after and distributed by the officials under his direction. During the year the immigrants arriving via ocean ports and Winnipeg were met by officials of the department and were accompanied either to the centres of distribution or to their ultimate destination.

DELEGATES.

During the year 261 delegates from the United States and Europe visited this country for purposes of inspection and obtaining information. Most of these delegates have either formally reported or corresponded with the department as to the result of their visit, and their statements and opinions are being made use of from time to time in the literature prepared and distributed by this branch.

ARRIVALS.

The immigrant arrivals for the year ending June 30, are as follows:

English and Welsh	9,401
Scotch	1,476
Irish	933
Galicians	4,702
Germans	984
Hungarians	546
Austrians	228
Scandinavians	1,750
French and Belgians	192
Russians and Finlanders	1,726
United States	17,987
Miscellaneous	8,924
Total	49,149

During the year the agencies under the control of this branch have been very active in attending to the increasing work and the large number of arrivals. The reports from Manitoba and the Territories show that the arrivals are well up to the standard, and very few complaints, if any, have been received by the department as to the character of the immigrants. Most of these have gone to the land immediately on their arrival, and as fast as circumstances would permit, have become actual settlers and cultivators.

Your obedient servant,

FRANK PEDLEY.

REPORTS OF HIGH COMMISSIONER AND EUROPEAN AGENTS

No. 1.

REPORT OF THE RIGHT HONOURABLE LORD STRATHCONA AND MOUNT ROYAL, G.C.M.G., HIGH COMMISSIONER FOR CANADA.

17 Victoria Street,
London, S.W., July 31, 1901.

The Honourable
The Minister of the Interior,
Ottawa.

Sir,—I have the honour to transmit the reports of the agents of your department on their work for the year ended June 30, 1901: Mr. Jury and Mr. Mitchell, of Liverpool; Mr. Devlin, of Dublin; Mr. O'Kelly, of Londonderry; Mr. W. L. Griffith, of Cardiff; Mr. Murray, of Glasgow; Mr. Duncan, of Carnoustie; Mr. Grant, of Dumfries; and Mr. Treau de Cœli, of Antwerp.

The reports of the agents explain the nature of their work during the year, and the efforts they have made to attract attention to Canada, and to promote desirable emigration to the different provinces.

The advantages of the Dominion to those contemplating emigration have been advertised very widely in the press of the United Kingdom. The leading agricultural and other gatherings where farmers congregate have been attended, exhibits of agricultural produce have been made whenever it has been practicable, and advantage taken of such opportunities to distribute pamphlets and information about Canada among the classes which are encouraged to emigrate.

In addition, the system of lecturing, both by the agents of your department, and by others, especially through the schools, has been carried on much the same as previously, and such gatherings have been utilized to interest people in Canada, and to distribute our literature.

The agents have also taken every opportunity during their travels, as far as possible, of seeing personally the more important of their correspondents.

The school competitions have been continued during the year. The readers and atlases sent over have had a wide circulation, and the same remark applies to the copy books. The matter has been taken up with much interest by schoolmasters throughout the country. They generally speak in high terms of the books which have been placed at their disposal, and of the additional interest taken in Canada in the geography lessons in consequence by the pupils, and also by their parents.

Nearly 1,500 schools have taken part in the competitions so far, and about that number of medals have been distributed. As there are a considerable number of the atlases and readers still on hand, it is proposed to continue the competitions during the coming winter.

Owing to the state of affairs in South Africa, it was considered that there might be much more difficulty than usual in directing the attention of the public to the advantages of emigration to Canada. I am glad to state, however, that the number of letters received in the London office has been greater than ever before. In the year from July 1, 1900, to June 30, 1901, the number of letters received was 9,532, an increase of nearly 50 per cent over the previous year. This is exclusive of the letters

received (probably about 6,000) in connection with the medals competition, and the distribution of readers, atlases and copy books.

In addition to the usual advertising, I sent post cards, with reply-paid answers, to every farmer in several of the counties. The results were not as encouraging as I had anticipated, only about 4½ per cent of those with whom we communicated having sent back the reply-paid post cards asking for pamphlets and information on Canada. I propose, however, to make a further experiment in the remaining counties of England this autumn. There is no doubt that through this channel we get into communication with people of the right class, and if they take the trouble to write for pamphlets it shows that they are interested in the matter.

For the same reasons that seemed to render likely a falling off in our inquiries, it was expected that the actual emigration would show a marked diminution. This, however, has not been the case, as the figures indicate a not unsatisfactory advance over previous years.

During the past year inquiries have been received from most of the countries of the world about Canada. There have been a great many from South Africa, which shows that the settlers in that country have learned something of the advantages of the Dominion from the presence of the Canadian contingents. We have also had inquiries from most of the European countries, from India, from the Australasian colonies and from South America.

As explained on many previous occasions, the Board of Trade returns do not give any accurate idea of the emigration from the United Kingdom to Canada. All the 2nd class and steerage passengers on the various steamers are included as emigrants, whether they are going out for the first time or not, and the emigrants are classified as going to the United States or Canada according to the place at which they land. For instance, a great many emigrants go to Canada, especially eastern Canada, via the United States, but they are all regarded in the returns as emigrants to the States, while those who go to the States via a Canadian port are returned as emigrants to Canada. The disadvantage under which Canada labours in this respect has been accentuated this year, inasmuch as all the emigrants travelling by the Dominion steamers to Portland are classified as United States emigrants, while in former years when landed at Halifax and Montreal they were returned as settlers in Canada.

In addition to the government offices in this country, there are, as you know, several other agencies at work more or less actively in connection with the promotion of emigration. The Ontario government have an emigration agent in Liverpool. The New Brunswick government have had a special commissioner in the United Kingdom during the last year, and I have had much pleasure in placing our correspondence on emigration matters at his disposal. The Nova Scotia government also have an agent, as well as the British Columbia government. There is, besides, the Canadian Pacific Railway Company, and the steamship companies and their agents are also interested in securing as many people as possible. By all these means, and by the advertising that takes place, a good deal of machinery is utilized in calling attention to the advantages which Canada offers. There is also the Emigrants' Information Office, a large proportion of the correspondence of which relates to Canada.

It is not necessary to deal at length with the work on the continent, in this report, as you are fully aware of the steps that are being taken, in the interests of the Dominion, in the different countries of Europe.

The British steamship companies, including all the Canadian lines, except one, owing to their agreement with the continental lines, do not take any active part in the conveyance of emigration from the continent, excepting so far as Scandinavia is concerned, and they are not as active there in the interest of Canada as we could wish.

Apart from the understanding between the steamship companies, to which I have referred, Canada labours under a great disadvantage in the fact that there is little or no direct steamship communication from the continent or from Scandinavia to the Dominion, the result being that the emigration from these countries is largely con-

trolled by the companies whose steamers ply to New York and other American ports. As the rates from New York to the western portions of the Dominion are higher than those from Quebec, the New York lines, it is to be feared, take very little interest in Canadian immigration. This applies also to the companies whose steamers ply between the United Kingdom and American ports.

The importance to Canada of securing the co-operation of the lines running steamers to New York will be seen by an examination of the following return giving the number of passengers carried to New York during the year 1900:—

Passengers.—A detailed statement is given of the number of cabin and steerage passengers landed at the port of New York during the last three years by the various steamship lines.

	Cabin	Steerage	Total
Norddeutscher	26,577	89,143	115,720
Hamburg Line	23,657	72,245	95,902
White Star Line	14,948	29,370	44,318
Cunard Line	20,000	22,751	42,751
Cie. Generale Transat	8,795	30,643	39,438
Red Star Line	5,559	31,003	36,562
American Line	16,435	16,844	33,279
Holland American Line	5,590	25,940	31,530
Anchor Line	7,693	22,687	30,380
Navigazione G. Italiana	286	17,265	17,551
Fabre Line	26	15,653	15,679
Prince Line	247	13,847	14,094
Thingvalla	982	4,818	5,800
Allan State Line	2,727	1,399	4,126
Atlantic Transport	3,749	.....	3,749
Other lines	601	6,262	6,863
	137,852	403,491	541,343

Total for 1900, 541,343.

We have had some correspondence about Italian emigration. I am glad to know that the results of your inquiries into the alleged reports of destitution and starvation showed that there was little or no foundation for the alarming reports that appeared in the Italian press. No doubt some people have gone out who do not belong to the classes that are in demand, but they now appear to have all settled down, and I trust they will turn out to be good settlers.

It is not clear that we can do very much more in connection with the promotion of emigration from the United Kingdom to Canada, except on the lines at present followed, unless some scheme of state-aided emigration, or of assisted passages is adopted.

I am not at all sanguine that in the near future His Majesty's Government will be induced to take any action financially to assist emigration.

A commission was appointed by the Imperial Government a little while ago, to proceed to South Africa to report upon the possibility of a scheme by which men of the yeomanry, the volunteers and the reserves might be induced to settle in South Africa. This commission has made its report, and copies have been sent to you. The impression appears to prevail, however, that there is not much probability of any active measures being taken in the direction indicated owing to the expense involved in the recommendations of the commission.

It occurs to me that more might be done in Canada itself to promote emigration from the United Kingdom in co-operation with your agents.

You are aware that both from Ireland, and from the continent, especially from Scandinavia, a not inconsiderable proportion of emigration that takes place consists of pre-paid passages—that is the passages of the emigrants going out are pre-paid by their friends and relatives already settled in the United States. There is practically nothing of this kind from Canada, and I am inclined to think that some system of assisted or nominated passages, which would enable settlers in the Dominion to send for their friends from the United Kingdom, might be attended with great advantage. This class of emigration affects those who are not going out to join friends. The success of people who send home for their relatives to join them, is a good advertisement in the neighbouring districts, for the country in which those sending the money may be living.

Then again, very much more might possibly be done by successful settlers in the different provinces of Canada, in keeping up communication with their friends, and in writing to the press in the districts from which they came in the United Kingdom, detailing their experiences, inviting correspondence and offering to assist new comers in any way they possibly could to ensure their successful settlement.

I should like to see the different provinces divided into immigration districts, in each of which an immigration committee could be formed for the purpose of corresponding with people interested in emigration, and of assisting settlers on their arrival in the country. It would not involve much expense, but it would certainly attract a good deal of notice, and would also place us in the possession of information about local districts which could be circulated with great advantage.

A very excellent means of attracting attention to Canada and its resources is by means of displays of agricultural produce. What we want are samples of produce, both in the grain and in the grass, as well as supplies of fruit and vegetables, all of which should be renewed frequently. We not only need a supply that can be utilized as required, but as a store from which the samples can be replaced as they become dirty or broken from continual use.

I do not know that the pamphlets that we have in use can be much improved upon, although it is desirable that they should be varied from time to time.

The best kind of pamphlet for use here is one which contains reliable information, and written from a knowledge of the inquiries usually made. It is important, however, that such a pamphlet should be kept well within the limits of 4 oz., with the wrapper, in order that it may be circulated for a penny per copy. If the pamphlets are heavier, it means a largely increased expenditure for postal purposes.

We might also, perhaps, do more to popularize Canada through the medium of the schools and school rooms even than we are now doing. I should like to see a good map prepared by our department specially for school use. There would be no difficulty in distributing thousands in an advantageous manner. They would be displayed on the school walls, and, prepared with a number of pictures round the map, would be a standing advertisement. They could also be circulated among clubs and reading rooms throughout the country.

The same remark applies to sheets of Canadian views. These could be prepared in an inexpensive but effective manner, and would prove of great value as an advertising medium. They might be surrounded with suitable letter-press to give information about the country and stimulate further inquiry.

Useful work still continues to be done at the Imperial Institute. The displays of Canadian produce of various kinds, while not kept up by the provinces as thoroughly as should be done, are yet very useful as object lessons. The curator takes considerable interest in commercial matters and in emigration, and distributes a large quantity of pamphlets and information dealing with these subjects.

I am glad that it is intended to take greater advantage of the Imperial Institute in the directions I have mentioned than has hitherto been the case.

Just as I am concluding this report information has reached us of the very satisfactory condition of the crops in the different provinces of Canada, and of the large

number of additional hands that will be required to place the fruits of the harvest upon the market.

This promising state of things will, I trust, turn out to be of the greatest possible advantage to the farmers of the Dominion. Their success is always reflected in the letters they write home, and in their visits to the United Kingdom, and is calculated to do more than anything else to encourage a satisfactory emigration of the right classes to our country.

Your obedient servant,

STRATHCONA.

No. 2.

REPORT OF W. T. R. PRESTON, INSPECTOR OF AGENCIES IN EUROPE.

London, September 16, 1901.

The High Commissioner for Canada,
London.

My Lord,—On my return to London from Ottawa in the month of May, I was authorized by the Deputy Minister of the Interior, Mr. Jas. A. Smart, to communicate with the Education Department of Great Britain, and the publishers of school books throughout the kingdom, offering to have all maps of Canada, published in any of the geographies, revised and corrected by the Canadian geographer, and also to have the descriptive matter relating to Canada in the reading books edited in Canada by writers having personal knowledge of the subject matter. I communicated with the principal publishers in England and Scotland, and received from all replies expressive of their most cordial appreciation of the proposal; several have already sent in maps and books for revision, and others intend doing so with their new issues.

The most cursory examination of some of the books in question is quite convincing as to the wisdom of the course suggested by the deputy minister. The lamentable ignorance manifested upon Canadian subjects in many of these publications probably explains to a very great extent, the want of knowledge in this country about the enormous resources and the climatic conditions of the Dominion, to say nothing about the brilliant prospects awaiting the proper kind of emigrants to Canada.

It will not be out of place for me to refer to the publications, which had been furnished by the Department of the Interior to the emigration branch of the London office during the last two or three years. The advantages which will undoubtedly accrue to Canada from the extensive circulation which has been given to the descriptive text book by Mr. E. R. Peacock, M.A., of Upper Canada College, is incalculable. This publication proves to be an agreeable change from the ordinary emigration literature, and was most opportune. The attractive manner in which the book had been prepared, and the vast fund of information which it contains, make it a publication that can be distributed with immense advantage in all classes of the community. The circulation of this book accompanied by the book and the atlases, also supplied by the department, in very many of the schools in Great Britain, without doubt, furnishes the ground work, wherever it is read, for the dissipation of much ignorance that is only too painfully prevalent in England in regard to the Dominion.

The department also deserves to be congratulated upon the publication of a coloured pamphlet entitled 'Free Land,' a large number of which have been distributed throughout the British Isles. This has proved the most attractive and descriptive brochure, so far, printed for general circulation in the interest of emigration. In a few pages it presents, in a concise form, very many of the salient characteristics of all the provinces, as well as prominent paragraphs indicative of the general character of the inducements offered to emigrants to Canada. While presenting Manitoba and the North-west Territories as extensive and new fields for settlement, it also shows that the older provinces are not wanting in inducements to certain classes of emigrants. I have received from booking agents and centres for the circulation of Canadian emigration literature, hearty congratulations in respect to the appearance of this publication. I am confident an extensive circulation of this pamphlet will prove extremely advantageous to Canadian interests.

SESSIONAL PAPER No. 25

In order to thoroughly understand the actual return that is secured for the expenditure of public money in promoting British emigration to Canada, it is advisable that some idea should be had of the number of persons who having made inquiries at the government offices about Canada, emigrate to the Dominion (within a reasonable time) after securing the information in question. While it is true that the question of emigration is frequently a subject for long and serious consideration, it is with the majority, I believe, only a question of a few months. Very many thousands have applied for information at the government offices in Great Britain during the last few years, with the view of emigrating to Canada. This is particularly the case in connection with the London and Liverpool offices. In the London office this year between the 1st of January and the 30th of June, over 7,700 applications for information were received, occasioned no doubt by notices and advertisements of one kind or another in the British press. I, therefore, respectfully submit to your lordship the necessity of taking steps in order to learn how far the information furnished by the government offices is satisfactory to prospective emigrants, and also the proportion of those who apply for information who eventually emigrate to Canada.

I am well aware that this cannot be done unless a slightly different clerical system is adopted from that now in operation, but in the interest of the work of emigration, and with a view to discovering whether any other policy is advisable than that now in vogue, a change in this respect might with advantage be effected. With the information at the disposal of the department, which may possibly be secured by the adoption of this suggestion, I respectfully submit that the concentration of official energy could be more advantageously carried on. The expense involved in a change of this character would be immaterial in comparison to the advantage to be gained, and the work could be carried on more effectively and with a greater degree of intelligence. In the continental work a policy of this character has been adopted in order to locate the most promising emigration districts, and the department is able to keep in touch with the localities from whence come a desirable class of emigrants. I am inclined to believe that by the partially successful working out of this suggestion in England, much of the emigration energy, for which at present the returns are not encouraging, can be centred more satisfactorily upon promising fields for active and personal work, than can possibly be found by a wholesale distribution of literature when no efforts are being directed with the expectation of learning in how far the propaganda which is being made serves the purpose for which it is intended.

One cannot avoid hearing the constant demand or agitation in Canada for a larger number of British emigrants. Large sums of money and a great deal of energy have been expended in endeavouring to attain that end. So far it can hardly be said that the desires of the people of Canada have been realized in this respect. Yet a careful survey of the situation here forces any intelligent observer to the conclusion that, while Great Britain possesses an enormous emigrating population, the condition of those who desire to seek a home elsewhere, is not as favourable as that in many of the emigrating centres upon the continent. I will not say that the proposed British emigrant is not thrifty, but I am safe in giving expression to the thought that the conditions are such that he is not able to anticipate the contingency of emigrating to the same extent as the continental peasant, and he is, therefore, not as well prepared for establishing himself in a new country as the vast majority of the Scandinavians, Germans, Belgians, Austrians, Hungarians, as well as others of the better class of the emigrating population of Europe. Great Britain is teeming with tens of thousands who would be desirable settlers in Canada in every respect, either in the older provinces or in the new territories, but who are hampered in the manner suggested. There are also hundreds of heads of families willing to invest the amount necessary to reach Canada if they could receive, on their arrival there, some form of assistance, say, equal to the amount that their transportation would cost, as a loan, to enable them to begin life as settlers upon the agricultural lands of the Dominion. During the last fourteen or fifteen years one organization in England—The Self Help Emigration Society, Farringdon Street, Lon-

don—claim to have sent out to Canada, emigrants represented by these classes, over six thousand souls, and more than ninety per cent are now in the Dominion.

It is not necessary that I should quote at length the comments of the British press upon this question, but at the moment of writing this report a letter appears in the London *Times* upon this question from the Hon. G. W. Ross, Premier of Ontario, who has been spending some months in Great Britain. The letter is as follows:—

'To the Editor of the *Times:*

'Sir,—In discussing the question of emigration to Canada with the officers of the Dominion and Ontario governments in this country, I am greatly impressed with the fact that upwards of 70 per cent of the people who leave the British Isles go to the United States or to some foreign country.

'From figures placed in my hands it would appear that between 1891 and 1900, 726,000 persons emigrated from the United Kingdom, of which 520,000 (or 72 per cent) went to the United States; 90,000 (or 13 per cent) to British North America; 55,000 (or 7½ per cent) to the Cape and Natal; and 38,000 (or 5¼ per cent) to Australia. Assuming these figures to be accurate they have a two-fold significance: (1.) That 70 per cent of those whom you have educated in your day schools at great expense, and trained in industrial methods in your technical schools and factories, transfer their allegiance to a foreign power and thus contribute the intelligence and skill they acquired here to the industrial development of the greatest commercial rival with which the British Empire has to compete; and (2) that the colonies, which are capable of being a source of strength to the Empire, and whose growth is of the utmost importance to its future, are suffering for the want of the very material, which is now being transferred to foreign soil, without a serious effort being made, so far as I can gather, to divert it into more desirable channels. And this leads me to observe, parenthetically, how much more might be done in the future, under perfectly legitimate influence, to create a bias for British as against foreign dominions in the minds of the youth of these islands by laying greater stress upon the teaching of the geography and resources of the British Empire, particularly of the great self-governing colonies as such. Assuredly the emigration statistics would soon tell a different tale to what I have mentioned.

'From my intercourse, during the last two months, with many of the public men of the United Kingdom, I am greatly impressed with the growth of that imperialism which favours a closer alliance between the colonies and the Empire. Better trade relations are considered as one bond of alliance, joint contributions for the defence of the Empire are mentioned as another bond of union. To me it appears that a concerted movement on behalf of the colonies and the Empire for the preservation to the Empire of the surplus population of the United Kingdom, would be one of the most immediate and effective bonds of alliance which could be devised. Canada has now a population of nearly five and a half millions. Make it ten or twelve millions—as it might be made if we got a proper share of the emigration from the United Kingdom, and our defence, is with such a large population Canada would furnish a basis for the food supplies of the Empire, and an admirable recruiting ground for the army and navy. Moreover (and this is of great importance) with an addition to our population of such persons as would naturally emigrate from the United Kingdom the attachment of Canadians to the Empire would be greatly and permanently strengthened.

'Is such concerted action possible? It is certainly desirable, and is worthy the attention of the public men of this country.

'Yours truly,

'G. W. ROSS.

'London, Sept. 9, 1901.'

The suggestions contained in the honourable premiers letter will, I am sure, meet with as hearty an acquiescence as Canada as they have already received in Great Britain. It is [illegible] whether a measure for the encouragement [illegible] Empire rather than to foreign countries. The great problem of the coming years will be to reconcile the [illegible] to bring its several parts into organic and vital relation with each other and with the Mother country, [illegible] and [illegible] to conserve this noble [illegible] but the sons of all the colonies to help the Empire in the great [illegible] which has set the seas of all the colonies to help the Empire in the great [illegible] which has set the seas of all the colonies to help the Empire in the great [illegible] which has set the seas

the cost of ocean and railway transportation, but among them were a very large number who, had they possessed the necessary means to enter upon life in a new country, would have proved most acceptable settlers in Canada.

The continental governments formerly objected to the emigration of their subjects, and put serious obstacles in the way of intending emigrants. They have, in some measure, changed their policy in this respect, and while they continue to make the way hard in respect to countries which are not placed on their favourable lists, by the use of so-called 'benevolent aid for emigrants,' they have permitted certain societies a latitude in this respect in regard to particular colonizing countries which they profess to believe are best suited for their countrymen. In this manner certain of the European countries are interested in trying to divert emigration to such transoceanic countries where they have commercial interests or where they expect to have in the future.

Germany and Austria have lately commenced to endeavour to divert the emigration from these countries to the River Platte and other South American districts, while previously it was just to these American countries that the continental governments objected to allow their emigrants to go. The consequence is that South America is the most active competitor that Canada has upon the European continent, not only by the apparent favour of the government, but also owing to the very low rate at which emigrants are carried.

The difficulties in respect to ocean transportation and the heavy rates which are now charged from continental ports to Canada could, undoubtedly, partially be met by connection with a line of steamships from a southern port in Europe to Canada. On account of the difficulties enumerated and the cost of transport it can be fairly assumed that none but a desirable class, those who by thrift and industry have accumulated ample and sufficient means to settle in a new country, can possibly take advantage of the opportunities offered by Canada to become settlers in the Dominion.

In conclusion, I have only to add that I am forced to the conviction, by a careful consideration of all the contending influences at work, both upon the continent, in Scandinavia, and in Great Britain, that it will not be possible to retain the volume of emigrants from this side of the Atlantic to Canada without the most persistent carrying on of emigration and systematic propaganda. There are many other fields for emigrants to whom the most alluring inducements are offered; but in respect to none of them, I believe, are there the same prospects for success, through industry and sobriety, as in Canada. Notwithstanding this, however, the inducements honestly offered to intending emigrants must be continually presented if the Dominion is to secure a population from Europe to assist in the cultivation of her vast areas of virgin soil, and the promotion of the agricultural interests so earnestly desired by the people of the Dominion.

Your obedient servant,

W. T. R. PRESTON.

No. 3.

REPORT OF G. H. MITCHELL, ASSISTANT CANADIAN GOVERNMENT AGENT AT LIVERPOOL.

15 Water Street,
Liverpool, July 15, 1901.

The Right Honourable
The High Commissioner for Canada,
London.

Sir,—In presenting my annual report respecting the office work in connection with this agency, perhaps I may be permitted to refer to the fact that 21 years have elapsed since I entered the service as the sole assistant of Mr. Dyke, who was the agent here at that time. The increase in the work of the office since then has been very great, and the year which has just ended has been busier than any of its predecessors.

In addition to the large number of what may be generally termed trade inquiries, there have been between seven and eight thousand letters written in answer to correspondents presumably contemplating emigration. These have been people of all classes, from men possessing thousands of pounds down to those who have not sufficient money to pay for their passage. In all cases which appeared to be specially desirable from our point of view endeavours have been made, in many instances of course successfully, to arrange for personal interviews either here or at their homes, and good results have been achieved in this way, but this is a matter that has to be handled very delicately, and it is surprising to find how often the suggestion of a meeting appears to alarm the inquirer, and how frequently it is declined. Your other agents have possibly met the same difficulty, and I know of unarranged calls which have been resented. There are various reasons for this. Many are timid to commence with, and anything which to their mind appears like an attempt to 'rush' them or force the pace in any way arouses their suspicions and leads to the abandonment of their half-formed intention. Many others look upon emigration as a confession of failure here, and are not anxious to advertise the fact that they contemplate such a step; others have family or business reasons for not wishing their intentions to become prematurely known.

Acting under your instructions a rather larger newspaper advertising campaign was entered upon this year, and with the best results. A very large proportion of the applications for information came from men with considerable means, and it was the desire of probably nine-tenths of my correspondents to take up land or get employment at farm work. In my opinion there can be no question as to the advantages to be derived from constant and widespread newspaper advertising; it keeps the suggestion of emigration before the many thousands who are dissatisfied with their present position or prospects, accustoms their minds to the idea, and in course of time our aims are accomplished. I do not look upon the time or material as wasted even though a number of correspondents may write out of mere curiosity; the pamphlets are distributed and one never knows when they may strike their mark.

In regard to numbers the Board of Trade returns for the year 1900 give the total leaving Liverpool for Canada as 48,189, of which number 31,464 were foreigners, leaving 16,725 as the number of British. The United States figures from Liverpool during the same period were a total of 94,962, of which 65,573 represents foreigners, and 29,389 British. It is, however, well known to you that the Board of Trade figures are misleading, and the actual facts are that the British figures for the two countries should approximate much more closely, as a far larger number of British passengers go via

the United States to Canada than go via Canada to the United States. The reverse is the case in respect to the foreigners. Particular inquiries made at the offices of the steamship companies show that a substantial increase in the British bookings to Canadian points has taken place during the first six months of the year compared with the corresponding period of 1900.

One of the data on which a calculation can be based as to whence our emigrants are drawn, is that furnished by the bonus lists, but even these are very incomplete. They only deal with emigrants to points in Manitoba and the North-west Territories, and do not include the bookings at the steamship companies, Canadian Pacific Railway, and certain other offices whose numbers comprise more than half the total, but such as they are they show that over 50 per cent of the emigration from England, and over 30 per cent of the total from the British Isles is from the northern part of England, served by this office, and any one regularly visiting the ships leaving Liverpool for Canada and the United States respectively can see that the Dominion is obtaining the finest of the emigrants who are leaving this country.

It is difficult to say how many emigrants an agent is responsible for, as in many cases the first impetus came—from it may be pressure of circumstances, from an advertisement, a newspaper paragraph, at a lecture or an agricultural show, from a friend who had acquired particulars for himself, or from one already in Canada. The intending emigrant gets what information he needs, either here or elsewhere, books his passage and sails in the great majority of cases, without giving any notification of his departure. The only plan is to keep on disseminating information in the sure conviction that it will eventually have its effect; make the idea of emigration a familiar one to everybody, and by advertising keep the public informed where particulars and reliable advice can be obtained. This is without question now being done more extensively than ever before, and from this office alone during the past six months there have been circulated some 40,000 publications of one kind or another. This has been done in response to individual application through the post, and by callers, to lecture audiences, to steamship agents, schools and agricultural shows; I have not the exact figures for the twelve months, but they cannot be less than 80,000. It will be readily understood that the manual and clerical labour involved in this work alone is very great.

A good deal of correspondence is necessary in connection with Mr. Jury's work—obtaining entry forms and making application for space at agricultural shows; making arrangements for lectures, arranging appointments for interviews, and so on. Then there are official and other letters which bring up the total outward correspondence for the year to 9,855 letters.

The work of the Rev. J. Bridger, the Organizing Secretary of the Emigration Committee of the Society for Promoting Christian Knowledge, continues to be done by the staff of the office, and in the frequent absence of Mr. Bridger and his colleagues, I take charge of the matter. The work is almost entirely connected with emigration to Canada, and as their system of putting chaplains on most of the Canadian ships and matrons on many appeals to the clergy throughout the country, to whose notice it is brought by official and other widely-read publications, the consequence is that many emigrants, girls particularly, avail themselves of this organization.

The lantern-slide work continues to grow, and during the six months forming the last winter season no fewer than three sets of slides were in constant use, and at times a fourth set had to be borrowed to meet the demand. The dates were arranged so close together that they had to be passed on from one operator to another without a day's delay, and to keep things going without hitch throughout the season constant watchfulness and much letter writing are necessary, as a failure of the slides to arrive on the day fixed would be a seriously annoying thing to both lecturer and audience. Many appreciative letters are received in this connection describing the close attention of the audiences and the warm interest evinced in the proceedings. As there is no, or at any rate very little, expense attached to this work beyond the cost of the slides it must be admitted that this is a very cheap method of advertising, and even if perhaps the majority in

many of the audiences have not reached an emigrating age, a pictorial representation besides adding interest to the lecture, carries conviction in regard to the statements made as to the country's extent and resources. Good work is thus being done in impressing correct ideas upon the minds of those who will form the emigrating class of the next generation, so that in future years there will not be the difficulty which we experience to-day to remove groundless, and because long-held, deeply rooted prejudices. I am here referring to those lectures given by schoolmasters to the pupils and their parents and friends. Similar benefits will result from the distribution of the school-books for which there has been so much demand. It is very natural, however, that interest in the one set of views should become exhausted, and to maintain it and induce lecturers to continue to present Canada to audiences it is very desirable that new sets of slides should be prepared from time to time.

There have been 37 parties, comprising 1,535 children, sent out by philanthropic societies and others under the regulations of the department, all of whom have been inspected and certified in accordance with my instructions.

There has been a very good variety of pamphlets for distribution, but if it is permitted to refer to a suggestion I have made before I would again allude to the real benefit of having some publications referring in more detail than is possible in a general pamphlet, to distinct districts. Such a publication was that entitled 'Hard Wheat Belt,' which had proved very useful dealing as it does with the Edmonton and Moose Mountain districts, and giving particulars as to the nature of the country, the quality of the land, the communications which exist, the homestead land available, or the price of land which could be bought. At any rate great assistance could be rendered to the agents in this country if the immigration agents and land agents in Canada were to include in their annual reports to the department a brief description of their respective districts, noting the progress of settlement, giving an idea of the demand for labour, the land unoccupied, its nature and chief characteristics, prices, and any other particulars which would be of interest to intending emigrants. Reprints of these would perhaps serve as pamphlets and answer the purpose referred to above, but in any case they would keep your agents informed of many details which it is desirable that they should know. Something might also be done by them to induce successful settlers to write an account of their experiences to the newspapers in this country, especially those published in the districts in which they resided here.

Attending to correspondence and callers, visiting outgoing and incoming steamers, arranging for lectures and agricultural shows, the circulation of lantern slides, seeing to the distribution of printed matter, keeping in touch with the shipping companies, reporting matters of interest to your office, in addition to the many routine duties connected with the office, the time of myself and staff has been fully, and I venture to hope, profitably employed.

Your obedient servant,

G. H. MITCHELL.

No. 4.

REPORT OF ALFRED F. JURY, CANADIAN EMIGRATION AGENT FOR THE NORTH OF ENGLAND.

15 Water Street,
Liverpool, July 15, 1901.

The Right Honourable
The High Commissioner for Canada,
London.

Sir,—My work for the year just closed consisted, as in previous years, of attending agricultural and fat stock shows, lecturing, visiting steamship agents and keeping them supplied with our literature, interviewing intending emigrants at their homes, when they required some special information about Canada or desired to talk the matter over before the whole family, and meeting people at this office who before finally making up their minds to break up their homes and leave this country, wished to discuss their prospects with some one who had lived for years in Canada. Detailed monthly reports of this work have been made to your office.

I still regard exhibiting at agricultural and fat stock shows as the most important feature of my work, because there one meets the classes which furnish the most desirable emigrants and also the most likely customers for our products; there we have a chance of showing the land hungry of these isles what the free grant lands of Canada will produce, and the products exhibited prove that our lands are of a very high quality and that our climate is good. Comparisons that may be made enable us to point out that our exhibits are grown on similar land to that of which we have millions of acres to give away. Then those shows afford a splendid opportunity of advertising Canada by the distribution of pamphlets, nearly 100,000 having been circulated in this way during the year. Most of this printed matter reaches the homes of the agricultural classes, and must inevitably show good results in the near future. Some private firms among the largest in their particular lines in the United Kingdom, attend these shows almost entirely for the opportunity afforded to exhibit their goods and distribute their advertising matter, and when this is done by good business firms desiring to get in touch with the same people we want I think it is almost conclusive evidence that we are working along the right lines. I am pleased to be able to say that through the energy of our own department and the kindness of the Department of Agriculture, I have been able to make a better exhibit of our products than hitherto, but as there is always room for improvement I trust that I shall receive such further support as will enable me to make an exhibit at these shows thoroughly representative of the varied products of Canada. There has scarcely been a show at which there has not been one or more inquiries from persons wishing to be put into communication with some exporters of Canadian products; hitherto this has been a rather difficult thing to do, but since the publication by the Department of Agriculture of a list of Canadian exporters of food products, the difficulty in this respect has been overcome. The Royal Agricultural Show held at Cardiff recently was the most successful show that has been held for years, and the best show from our point of view held in this country during my time here. We had fifty feet of space, which is about as much as any ordinary exhibitors have, and through the kindness of the Hon. Sydney Fisher we were supplied with a splendid exhibit of Canadian products from Glasgow; we had a very attractive stand built characteristic of Canada, and our display was universally voted among the most attractive on the grounds, and I think the results will repay the additional outlay.

With regard to the lectures delivered by me during the year, I think they have about averaged with previous years, the largest attendance being at the Victoria Institute, Worcester, where the spacious hall used for the popular Saturday night lectures was full even to the utmost limit of standing room; the smallest audience I had was at the village of Metheringham, in Lincolnshire, where there were only 100 people in attendance, the number being influenced by a very heavy fall of snow two hours before the lecture commenced. In previous years I have had a few smaller audiences than the smallest last year, but I have had much larger, and I think I am safe in saying that my audiences have averaged one hundred and fifty, most of them adults, at all the lectures I have delivered since I have been in this country. One great difficulty I meet with in making arrangements to lecture in rural districts is the obtaining of a hall to speak in; the village school in most cases is the only place suitable, but this is not always available.

During the year I have visited quite a lot of people at their homes, and most of them I am glad to say are now in Canada or are about to leave. I have found the personal visit most successful; it is especially useful where people have some objection to Canada, as a personal discussion is the most effective method of removing it. I have also called upon a large number of steamship agents, whom I have found to be alive to the advantage of booking passengers to Canada; a large percentage of their clients go to western Canada, the steamship agents thereby getting the western bonus, which to them is a great incentive to work. No better class of men can be obtained to work for any country than the local steamship and excursion agents who make the booking of passengers a business, and who more than any one else are brought into contact with the travelling public. These agents are often asked their opinion by intending emigrants as to which is the best country or colony to go to, and consequently they have many opportunities of helping the place that pays them best. I am convinced that one of the best ways to increase the number of emigrants to Canada is to make it more to the interest of the local steamship agents to send them there.

I have been much surprised since coming to this country at the large number of Englishmen I meet who have already tried their fortune in Canada. I have seldom appeared anywhere in a public capacity on behalf of Canada that one or more have not approached me to tell their experience; those who have failed in realizing their anticipations in Canada and in consequence blame the country and not themselves, are composed almost exclusively of men who have been what is called 'well brought up' in this country, that is the sons of the wealthier middle class who satisfied of their own superiority and with a certain amount of capital, sometimes of very limited amount, have expected to make a fortune in the colony in short order; they never had the faintest idea of the kind of life they were going to, or the quality of the man required to succeed; their ideas being all in the sky, when they have to work on the earth they fail, and come back here and blame Canada, its people, its climate, or its means of transportation. I have met a number of men of this class, but during the whole of my time here I have not come across more than half a dozen who left this country poor to seek in Canada a field for their labour or the land on which they might become farmers, who have come back dissatisfied. Nearly all those who went out in such circumstances and have returned have done so on account of relations dependent on them who would not emigrate, or through some accident; they still have a warm place in their hearts for our country, and express a wish and often a determination to go back as soon as they are free to do so. I have also met others of this class who are visiting here, and when I am talking to people on behalf of Canada, their testimony is often volunteered in favour of the Dominion as being a good place for the struggling tenant farmer and the agricultural labourer to go to.

I am glad to be able to report a gratifying increase in the numbers of passengers leaving this country direct for Canada, in spite of the withdrawal of the Dominion Line from the St. Lawrence route; and in view of the state of trade here, I believe it to be a sure indication that the tide of emigration is setting towards Canada. I hope every

means will be adopted to enable the agents here to take full advantage of the turn of the tide which I am convinced is taking place. One way of doing this would be to have small pamphlets (similar to the one entitled 'The Hard Wheat Belt' which describes the Moose Mountain district), dealing specially with the various districts where there are lands open for homesteading or cheap lands for sale. Prospective settlers are always asking for more definite information about particular localities, as before leaving here they would like to be able to settle on the locality they are going to in Canada. If these pamphlets dealt with the kind, quality, price and quantity of the land to be disposed of, its nearness to a railway station, to fuel, whether wood or coal, its water facilities, the game there is in the district, and the kind, quality and quantity of the crops that have been raised, the cost and supply of labour, (because that is one of the first questions a tenant farmer asks,) our work here would be very much simplified and assisted.

A publication which has been in great demand at the agricultural shows was the copybook, and I am inclined to think that more immediate good would be done by its distribution in this way than by its use in schools, as it would go straight to the houses of the people and to the notice of the parents, thousands of whom in fact themselves applied for copies.

Believing we are about to reap a good harvest from years of hard work under rather unfavourable circumstances, and assuring you that I shall leave no stone unturned to bring about so desirable a result, I subscribe myself,

Your obedient servant,

ALFRED F. JURY.

No. 5.

REPORT OF W. L. GRIFFITH, AGENT IN WALES.

Western Mail Buildings,
Cardiff, Wales, July 12, 1901.

To the Right Honourable
The High Commissioner for Canada,
London.

My Lord,—I have the honour to submit my fifth annual report from this agency. I am happy to be able to say that the favourable position which Canada has held in the minds of Welshmen generally, has not only been sustained, but has been improved upon.

During the past year there has been increasing disposition on the part of the public in the district which this agency deals with, to regard Canada as the colony offering the greatest attractions for intending emigrants. This has been shown by largely increased inquiry, both by letter and in a personal way. During the first six months of the present year, 1901, the inquiry by letters directed to this office has equalled the correspondence of the whole of the preceding year, 1900. This is not due to chance, nor to the operation of general conditions, but is the result of Canada being continuously and prominently kept before the public eye by judicious advertising, and also by the generous and never failing support which has been accorded to this agency by the Welsh press generally; where every one has been so kind it is awkward to make any distinction, but I must acknowledge the quite unusual support which has been continuously given by the *Western Mail*. So much is this the case, and so large a space has this paper devoted to Canadian matters, that it has become quite well known in the Dominion.

Newspaper advertising is one of the most potent means of promoting emigration, the result being that inquiries are elicited and our literature placed in the hands of the applicant.

The work in Wales has also received a valuable stimulus as the result of the visit to Canada, at the invitation of the Hon. Clifford Sifton, of three prominent Welshmen, namely, Mr. Lloyd George, M.P., Mr. W. J. Rees, ex-mayor of Swansea, and Mr. Llewelyn Williams, M.A., and the publication of their report. The prominent position which these gentlemen occupy has caused the press to refer very frequently to the report, the demand for which has been so large as to be extremely gratifying, and it cannot be denied that it has fastened the attention of the public in Wales upon Canada, in a most desirable way. The number of inquiries for this document which come to hand written in the Welsh language, is very much larger than anything I have previously known. At the Royal Agricultural Show the demand for this report was such that we disposed of over 15,000 copies. We also had a number of copies printed in the Welsh language. In addition to the value which has accrued to Canada from this report, the delegates have never missed an opportunity to promote the interests of the Dominion. Particularly has this been so in the case of Mr. W. J. Rees, J.P., of Swansea. From time to time he has been putting in a good word for Canada; not long ago the papers reported an address of this gentleman's made to a meeting of tenant farmers in Breconshire. At the Royal Show, held in Cardiff, Mr. Rees took the opportunity of interesting several hundred farmers in Canada. I attach a copy of a report of the matter to which I refer, and which proved an advertisement unique in value and in form. The following is from the *Western Mail*:—

'SIR JOHN LLEWELYN'S TENANTS—INTERESTING SPEECH AT THE SHOW.

'During the day the show was visited by about 300 of the tenants from the estates of Sir J. T. D. Llewelyn, Bart., and Mr. Charles Venables Llewelyn. Their visit was due to the generosity of their landlords, and they were entertained at luncheon through the kindness of the Canadian authorities. At the luncheon Sir J. T. D. Llewelyn presided, supported by Mr. C. V. Llewelyn, Messrs. W. L. Griffith, Canadian Government agent for Wales; W. J. Rees, John Francis, J. C. Howell Thomas, F.S.I., Swansea, and H. M. Cook, Carmarthen.

'They were met in that tent, Sir John said, at the invitation of the Canadian government, and he thanked them on their behalf. As they knew, Mr. W. J. Rees was one of the set of commissioners who went out to Canada to report upon the progress of agriculture in what was one of the most important of the British colonies. In that colony there were large tracts of land wanting agriculturists. In Wales, it appeared from the report drawn up by the commissioners, they could learn a great deal from the Canadians, who had a good system of agriculture. In the past Canada had learned something from the mother country, and now she was able to show what could be done in Wales. In that colony there were large tracts of land to take up, and Canada invited Britishers to come out and help them to colonise those large tracts of land, and no doubt there were many good agriculturalists in this country looking out for new homes, and he commended the pamphlet prepared by Mr. Rees and the other members of the commission to their careful attention. They should see what was being done in Canada, and if they could not get on in this country they might be able to do so out there. His own and his son's hope and belief was that the tenants on their estates were satisfied and happy. Unfortunately, that was not the case everywhere. In some places, too, there were several sons, members of the same family, seeking holdings, as they could not all succeed to the holdings that their forefathers had held for generations before them. If they wanted homes where they would still be under the British flag they could find what they wanted in the colony of Canada. In conclusion, Sir John expressed his thanks for the hospitality extended, and also his appreciation and thankfulness at finding that so many of his tenants had accepted his invitation to attend the show.

'Mr. W. L. Griffith, who responded, regretted the absence of the Hon. Mr. Fisher, and said that one department of the work carried on under the Ministry of Agriculture in Canada was a series of experiments in almost everything that affected the farmer's welfare. Stock was maintained, seeds were tested, and samples of the best obtainable were given to the farmers free of charge.'

The following is a quotation from an editorial article from one of the Cardiff papers:—

'CANADA AND THE EMPIRE.

'Canada, to use an expressive Canadian phrase, has "cut a wide swathe" at the Royal Show. Its Minister of Agriculture, the Hon. Sydney Fisher, was one of the distinguished visitors attracted to Cardiff last week, the Canadian stall was about the prettiest and most effective at the show, and not the least interesting of the week-end events was a great gathering of tenant farmers from the estates of Sir John Llewelyn and Mr. Venables Llewelyn, who were the guests for the occasion of their landlords and the Canadian government conjointly. We had a practical manifestation of Imperialism, as well as of the consideration which is not selfish, in the spectacle of a typical imperialist and landlord like Sir John Llewelyn publicly attesting to the advantages which Canada offers to farmers of the right sort, and advising the adventurous among them to seek homes in a country of boundless opportunities which flies the Union Jack. The incident was altogether highly suggestive. That the Dominion is destined to play a big part in the world is unquestionable. It is progressing at a pace which only those

can adequately realize who are brought into intimate contact with her oversea business. In five years Canada has increased her proportion of the enormous quantities of foodstuffs imported into this country from 7 to 16 per cent—in a word, more than doubled it in half a decade.

'If our surplus manhood must seek a home elsewhere, it is desirable that it should not be entirely lost to the Empire. And Canada is not only daughter in her mother's home, but also mistress in her own. Wales, where the oldest and most important of our colonies has in recent years been admirably represented is, we are pleased to learn, contributing on a rising scale towards the growth of the young giant who sprawls across a continent for nearly five thousand miles between Halifax and Vancouver. Last year established a record in the number of Cymric emigrants to Canada.'

During the year there has been a strike among the Penrhyn at Bethesda. Several thousand men left their employment, and it seemed possible that some of these might feel disposed to go in for farming in Canada. The matter received the requisite attention, but up to the present nothing has come of it. The opportunity, however, was embraced of placing the claims of Canada before a large industrial population, and this has resulted in a considerable inquiry from which good must result.

In July, 1900, the Minister of the Interior visited Cardiff, where he was accorded a very good reception. His visit undoubtedly resulted in placing the work here on a better basis than it had hitherto occupied.

During the year a show case was rented in the vestibule of this building and below this office. In this show case is a fresh and attractive exhibit of grains, grasses, minerals, and other products of Canada. The grains are both in the straw and in glass bottles. In the centre of the case is a casket containing a number of Klondike nuggets. There are also a number of photographs. This exhibit is changed from time to time and kept fresh and attractive. It is estimated that on a normal day about 22,000 people pass this exhibit between the hours of 8 a.m. and 10 p.m. During holiday time, or when anything occurs to cause an unusual influx to the town, of country people, these numbers are greatly exceeded, reaching probably 100,000 or more in a day. The building is in close proximity to the Great Western Station, the Cardiff Station of the Barry Railway, and of the Penarth Railway, so that a very large proportion of the passers by are non residents of the town, either coming from or going to the railway station.

During the past spring Mr. Adamson, of Virden, visited Cardiff, for the purpose of procuring a number of competent farm hands for Manitoba. I did all in my power to further Mr. Adamson's project, and a number of young men of a good class accompanied him out from Wales in June. I think that if Mr. Adamson would notify in advance that he was coming over it would be advantageous, as parties could be partially formed before he got here, and his work generally facilitated.

That results do not immediately spring from our propaganda is well known to those engaged in the work, but this spring I came across numerous instances within a short period of time, proving conclusively that it sometimes takes years before our work bears fruit. The cases I refer to are a family who have been corresponding with me for over four years. This family have settled in Kootenay on a homestead. The next family, including five persons, had been written to me for over three years. They are now on a homestead near Calgary. Another family who had been considering the matter for four years, left for New Ontario. The last case occurring about this time was that of a young farmer, whose father was considering the subject of emigration to Canada some twelve years ago. Seeing a paragraph in the newspaper, his interest was aroused, and he wrote me for our pamphlet and called on Winning on May 2. Instances could be quoted of [illegible], but these quoted go to show that no gauge of the work which does not allow for this kind of thing, is a fair one.

When the work of this agency was commenced, the annual emigration from Wales to Canada was something over a dozen, all from the town of Cardiff. Now, there is a considerable movement to which every county in Wales contributes a share, and the

movement is a growing one. It is difficult to arrive at a precise statement in regard to the number of emigrants. The bonus returns furnish no test. The head offices of the steamship companies book the bulk of the passengers in Great Britain, and probably so far as Wales is concerned, book a larger proportion than elsewhere. Liverpool is known as the capital of Wales, and from its proximity to the principality, the majority of bookings are made at the head offices of the company in Liverpool. These bookings do not appear as no bonuses are allowed to the steamship companies.

In some of my previous reports I have referred to the condition of the Welsh colony in Patagonia. The interest in this colony has been greatly increased by the fact that the Rev. D. Richards, chaplain of H.M.S. *Flora*, has recently returned from Patagonia, and has delivered a report to the Foreign Office, in which it is believed he makes very strong representations as to the hardships which the colonists endure, from the fact that they most strenuously retain British feelings and citizenship, and the time appears to have arrived when, for a variety of causes the Welsh in Patagonia are prepared to emigrate en bloc. Their position is most interesting from our point of view. The colonists have had several meetings for the purpose of considering where and when to emigrate. By reason of its climate and position to South America, South Africa has been rather prominent in these deliberations. Mr. Cecil Rhodes, too, is reported to have offered large tracts of land in Rhodesia. There is also a feeling that the British government views with favour the idea of transporting the colony to South Africa. On the other hand, the press of Wales, which is that read by the Welsh Patagonians, has exerted a powerful influence in favour of Canada. That these people would make splendid settlers for Canada, seems to be without doubt. Some thirty years ago, deluded and disappointed, they arrived in Patagonia in an absolutely destitute condition. Facing almost incredibly difficult conditions, in a barren country, where the food supply was inadequate, and the water supply unwholesome, the colonists have transformed, by undaunted bravery and industry, what was a few years ago literally a desert into a fairly fertile region. Living on nothing but dry bread and water, the supply of which was sometimes putrid, and absolutely without the aid of capital, they have built up a settlement, which under the circumstances, has commanded much admiration from unbiassed judges. The development of the colony is altogether the result of the system of irrigation adopted. In the early days of the settlement, the colonists, having nothing better than spades, dug ditches to convey water on to their land. The result of this was, on a very limited scale, very fine crops were produced. Later on the Welshmen constructed an irrigation canal, and all that need be said in regard to this, is that a few years ago the value of this work was estimated at £217,000. Beginning these works with only spades at their disposal, they have developed a great capacity for irrigation work, which they now carry on with what they call 'horse shovels,' or what I presume are known in Canada as 'horse scrapers.' The soil in the Chubut Valley rests upon a rock, and recent developments indicate that in order to continue the production of crops, it will be necessary to adopt a system of drainage which will be more expensive even than the irrigation; the reason being that the water is retained upon the sub-stratum of rock, and brings salt to the surface of the soil, this salt rendering the growth of crops impossible. This is a feature which is causing the greatest concern to the settlers. Under present conditions they feel adverse to facing the toil involved in the necessary drainage works. Not only as possible immigrants are these Welsh people interesting to Canadians, but there is much alleged as to their political condition, of which it may be unwise to give details, which must elicit the sympathy of every British citizen.

The meeting of the Royal Agricultural Society at the show in Cardiff, this year, was one of the most successful on record. Special steps were taken to make a creditable Canadian exhibit. The press notices were very appreciative. One editorial referred to our stall in the following words: 'The Canadian stall was about the prettiest and most effective at the show.' An illustration of the exhibit was produced by the *Western Mail* with the following notice:—

'THE CANADIAN STALL.

'One of the most interesting exhibits on the Royal Show ground is in the name of the Dominion of Canada. From an art point of view it is extremely effective, an elliptical bridge headboard divided into several panels. On one is a large oil colour painting of the rising sun, representing the prospects of the Dominion of Canada. On the right hand side is a harvesting scene in Manitoba, also in oil, and it makes a very bold and attractive picture. The left hand panel shows a fruit farm in Ontario. On either side of these pictures are two panels in white, on which is boldly lettered in gold: "The nearest British Colony," and "Free grants of 160 acres of land." Surmounting the structure are seven shields, each one having the coat of arms of one of the provinces forming the great confederation, and giving a capital idea of the enormous extent of Canadian territory. Crowning the central arch is the coat of arms of the Dominion of Canada, and above this is a crown, suggesting the loyalty of the colony. The whole of the outside of the stand is enamelled in white and the pillars are fluted, giving a most pleasing effect. In contrast with the exterior the inside of the stand is upholstered in turkey red, upon which are placed numerous samples of the products of Canada. Here are to be seen in great variety the grains, woods, minerals, and fruits, gold nuggets from the Klondike; minerals from Manitoba, and farther west; samples of timber from the Pacific coast; fruits and minerals from Ontario and Nova Scotia, and other places of eastern Canada. We feel that our Canadian visitors will view with approval the steps which the Canadian officials of the department presided over by the Hon. Clifford Sifton, Minister of the Interior of Canada, have taken to give Canada a prominent place in the Royal Agricultural Show of England. The enterprise which the Canadians exhibit in thus availing themselves of the opportunities which the show gives for attracting the attention of the British agriculturalist may raise some fears in British breasts, when the scarcity of good farmers and of good labourers is remembered; but there is, at any rate, this consolation, that no one emigrating to Canada is lost to the British Empire. Prominent notices on the stand are to the effect that all government publications, and also the report of Mr. Lloyd George, M.P., Mr. W. J. Rees (ex-mayor of Swansea), and Mr. Llewelyn Williams, M.A., upon the suitability of Canada as a field for British settlement, may be had free. The designer and builder of the stand is a young Welshman, Mr. B. Jones, who resides in Liverpool. The stand is in charge of Mr. A. F. Jury, of Liverpool, who was for many years in eastern Canada, and Mr. W. L. Griffith, of Cardiff, who was for a considerable time in western Canada.'

As I have noticed earlier in my report, Sir John Llewelyn delivered a speech in which he dealt most generously with the attractions of Canada to the British agriculturalist. If there is any value in advertising, and in placing claims directly in front of those we desire to influence, then the affair I refer to must be of the best value.

The Canadian exhibit at the Royal this year was on a much more elaborate scale than anything I have known us to arrange since we engaged in the work. The flattering remarks in the newspapers seemed to find endorsement in the crowd of persons of exactly the class whom we desire to influence, who pressed around the stand, and who kept the staff busy in providing the pamphlets, which were more eagerly asked for than I have previously seen. There is no doubt in my mind that it is truer economy to spend a moderate amount of money on a representative exhibit of a reasonably elaborate character, than to spend a small amount of money on a display which creates but little interest, and upon which many of the charges are as great as in the case of the bigger show.

The experience of Mr. A. F. Jury, gained in continually attending for several years past the large agricultural shows all over England, contributed materially to making our stall the centre of attraction which it was. Private firms who have built up large and profitable concerns, by advertising at these shows, employ men who by long experience practically become experts to display their goods. Mr. Jury's position

is somewhat similar, and possessing as he does a knowledge of Canada, not often equalled, it rendered his work at this show invaluable.

The visit of the Hon. Sydney Fisher to Cardiff, his contribution of a special article to the press, and also his speech before the ship owners, importers, and other representative men in this district upon the resources of Canada has attracted much attention, and has been of great value in making more widely known the resources of the Dominion. The comments which have been made upon Mr. Fisher's speech by responsible business men, go to show the great value which is placed upon the utterances of Canadians of first rank when visiting this country. Their value to the Dominion cannot be overstated.

In conclusion, I have very much pleasure in bearing witness to the growing efficacy of this agency; although only a few years old it has attained a standing in the community. As previously remarked, when the work was commenced here, the emigration from Wales to Canada amounted to very little, and that little all from the town of Cardiff. Now there is a very considerable movement in which every county in Wales shares. My thanks are due to the Welsh press for thir generous and unfailing support, and also to Mr. Archer Baker and to Mr. John Ennis for their unfailing courtesy.

Your obedient servant,

W. L. GRIFFITH.

No. 6.

REPORT OF H. M. MURRAY, PRINCIPAL AGENT FOR SCOTLAND.

52 St. Enoch Square,
Glasgow, June 30, 1901.

The High Commissioner for Canada,
London.

My Lord,—I have the honour to submit my report in connection with the work of emigration in Scotland and the border counties of England for the year ending June, 1901.

It is satisfactory for me to be able to put on record the fact that notwithstanding many adverse influences the number of emigrants from Scotland has not in any way decreased, but rather the opposite. This in the face of the large numbers of agriculturalists, who were drawn to the ranks of yeomanry and militia to serve in South Africa, and the inevitable scarcity of farm labour in the rural towns, is to my mind most satisfactory. Scottish farmers are hard put to it this season to find sufficient labour and will require to import a greater number of men and women from Ireland for harvesting purposes. This scarcity in the labour market has brought about a natural increase in the wages, so that experienced ploughmen can now readily command £40 to £50 per annum with partial, and in many cases, whole board and lodgings. Keeping this in view, it is, as I have said, satisfactory to know that Scotland has during the past fiscal year sent to the different provinces of the Dominion, 1,900 good hard-headed, healthy men and women, nearly all of whom were connected with either agriculture or mining. A large proportion of those who went out were possessed of a moderate capital. Several had sold off farms and stock and took out with them sufficient to make for themselves and families a good start in one or other of the provinces of the Dominion.

In so far as the emigration of the farming classes is concerned, I do not think that the advancing of whole or part passage money would have much effect. Many young men might undoubtedly take advantage of it, but to my mind they would only be persons who had already decided upon going out, and who might accept temporary assistance so as to have more ready cash on hand against their arrival. I make exception in the case of men with large families, where their little capital would be largely curtailed by the expenses incident to the journey. Then again, there is the domestic servant who finds it hard to scrape together the necessary funds to transport herself, it may be to the west. In the case of these people I would earnestly advocate a little judicious help. If a properly administered system was arranged either to regulate assisted passages, or to erect dwellings on homesteads prior to the landing of families, much good and a desirable increase in the agricultural population of Canada would, I am certain, be the result.

The well to do condition and appearance of those who have gone out, both male and female, has been remarked by all government [illegible]. This being in marked contrast to the usual run of people going to the United States, and I am hopeful that all will meet with success and send encouraging reports to their friends [illegible], a course which if systematically carried out would prove one of the most beneficial aids to emigration.

By your lordship's request, I have addressed the papers that were sent to [illegible] the Scottish schools whose scholars competed for the medal offered by the Governor-

for the best essay on Canada. No better way of educating the young on the history, geography and possibilities of Canada could well be found, more especially at present when the spirit of imperialism is so much in evidence. The papers were well written and showed that the writers had taken both interest and pleasure in the contest for priority of position.

During the year 2,955 letters were received from various correspondents and 3,512 sent out, being a large increase over last year. Canadian affairs in general are coming more and more to the front every day, hence an increased demand for information, and I sincerely trust with like results.

The accommodation provided by the Allan Line has been very satisfactory, the berths being clean, tidy, and wholesome. There being only £1 (one pound) difference in the passage money as between second and third class, 90 per cent of the number travel by the former class; the rates being £5 10s. third, or £6 10s. second, from Glasgow to Quebec, and to Winnipeg £8 and £9 respectively. Cards of introduction to the government agents in Canada have been given in the majority of cases, and as before gratefully accepted. The people feel more at ease and settled in their minds knowing that on their arrival their individual interests will be, as far as possible, cared for by an officer of the government.

Might I be permitted to bring before you the case of the 1,200 children who are annually cared for in Mr. Quarrier's Homes at Bridge of Weir. Your lordship, as also the Deputy Minister of the Interior, are fully cognizant of Mr. Quarrier's objections on principle to several of the clauses of the Ontario Children Immigration Act. The deputy minister visited these homes two years ago, and saw for himself the condition of the inmates. He is, I am sure, in full accord both with Mr. Quarrier and myself, that some modification might be made in the Act so that the children could again find homes in Canada and have a share in developing its vast resources, both to their own and the country's benefit. I may say that these children, especially the girls, are eagerly sought after here owing to the great scarcity of female help.

The number of bona fide emigrants who sailed from the Clyde to Canada during the twelve months amounted to 1,256, against 1,095 last year; 180 also sailed from Glasgow via New York, and 520 by Liverpool steamers, being a grand total, so far as known, of 1,956 souls. I append a statement made up from my correspondence, personal arrangements with the passengers and information obtained from the steamship companies as to where the emigrants were drawn from. I should say that fully 60 per cent went to Manitoba and the North-west, about 250 miners to British Columbia, and the balance principally to Ontario.

The work of lecturing with the aid of lantern views in the rural districts has during the winter season been well carried out by Messrs. Duncan and Grant in their respective districts, Mr. Grant in the south and west of Scotland and north of England, and Mr. Duncan in the north and east of Scotland. Many voluntary lectures were also given, our three sets of slides being daily in use for a period of over four months. Many clergymen and schoolmasters take a delight in this work, and lend valuable aid in instilling into the young mind facts and figures regarding Canada, which without the lantern views might not be so readily absorbed. As quite a number of the schools in Scotland had already been supplied with text and copy books the young people were in a sense prepared to look upon scenes they had previously read about. In the same way our own agents and others interested in Canada have lectured to the farm labourer and towns people, and I think with satisfactory results.

More and better pictures are still wanted. Each agent should be provided with a complete set of the finest photographs that can be taken showing the principal cities and towns from the Atlantic to the Pacific seaboard, and from a commercial as well as an emigration point of view, pictures should be shown of our large foundries, engineering works, agricultural implement works, cotton and woollen mills, &c. The people of this country have no conception of the wealth of Canada in this respect, and everything possible ought to be done to bring the facts home to them. Farming scenes

from the breaking up of the land to harvesting, the condition of the farmer in his stock and dwellings, &c.; all this arranged and carried out in a practical manner would do much good in showing the farmer and farm servant as well as those engaged in commercial pursuits what Canada really is and the wealth that is in her mines, lands, forests, and waters.

A large number of the shows held in different parts of Scotland and north of England have been attended. As a rule good weather favoured the meetings, the Highland at Inverness, and those at Glasgow and Ayr being specially well patronized. I know from experience that many good people have gone out as the result of conversations held with the agents at these shows.

The practical demonstration of Canada's wealth cannot be over-estimated.

The display made by Canada at the Glasgow International exhibition is one of, if not, the finest and most practical in the grounds. As said by the London *Times*: "The agricultural trophy and exhibits was in itself worth the paying of a fare from London to Glasgow to see them." The *Scottish Farmer* says: 'Canada is our premier colony, and it makes a display in this exhibition of which the mother country may well be proud. The account of the Dominion embodied in the official catalogue makes a useful introduction to a survey of the contents of the Canadian house. If young active fellows who are without encumbrance, and desire to strike out for themselves, do not after reading this embark by an early steamer for the Dominion, the attractions of Scottish agriculture must be still strong. The rapid growth of the Dominion as an agricultural realm is seen in the fact that the area under wheat in 1900 was double what it was in 1890. Canada offers exceptional facilities to the farmer, and her unclaimed homesteads are open to all who desire to make for themselves a home and an honest living. The enterprise of the Dominion is magnificently illustrated in the house devoted to her exhibits, and it is a remarkable tribute to the engineering skill of the new colony that with but a dozen large factories making agricultural implements, she sends across the ocean such a display of these as is to be seen in "Canada."

'Prominent among these exhibits is the great central trophy, devised and erected under the supervision of Mr. Hay, and out of sight the finest thing at Kelvingrove. This trophy shows samples of all kinds of Canadian farm cereal produce, contributed by 250 farmers in different parts of the Dominion, and illustrating the truth that while she extends northwards so as to merit the title "Our Lady of the Snows" she has a sunny clime and vast expanses of fruitful fields whereon are grown an abundance of food for the millions of man and beast. As an artistic design this trophy is not more remarkable than as a visible representation of the splendid wealth of our greatest colony.'

All other newspapers throughout the country are equally favourable to us. The display is certainly well worthy of such comments. The daily average attendance since the opening has been over 50,000, among whom are many of the sort of people Canada requires. Emigration literature is freely given to those who appear anxious to acquire a knowledge of the Dominion, and either one or other of the department's agents are always present to give information. I have not the slightest doubt but what this exhibition will help materially in the sending out of young men and women of the right class to fill up our vacant lands and share in the prosperity which Canada undoubtedly offers to willing hands.

Advertising in the best portion of the Scottish press has been consistently carried out during the past seven months, and in some of the more important, all the year round. Paragraphs have been written from time to time, and through the courtesy of the editors, a place has always been found for them. In the *People's Journal*, a newspaper that has a circulation all over Great Britain and the colonies, scarcely a week passes without some mention being made of Canada and her vast possibilities, and as a direct result, many of our best emigrants have corresponded and gone out through seeing those articles.

Regular supplies of our literature are sent to booking agents, libraries and farmers' clubs. Old copies of Canadian newspapers being utilized in the same manner, we

get directly in touch with numbers of people who perhaps would not otherwise be made aware of the possibilities Canada offers to the agricultural settler.

In conclusion, the great prominence now given to Canada and Canadian affairs makes me very hopeful of future prospects. Never a day but what in some form or other Canada is mentioned in our newspapers; what was at one time called a country of snow and ice is now becoming better known as the land of plenty.

During the season I have received much help from the steamship booking agents, men who are invaluable aids to our work, and with whom I do all possible by frequent visits, &c., to keep them in close touch with Canada.

I have again to thank your lordship and immediate staff for the invariable courtesy received, and the continuous help and encouragement given me in carrying out my work.

Your obedient servant,

H. M. MURRAY,

Principal Agent for Scotland.

CORRESPONDENCE on Emigration matters received at Glasgow from January 1 till June 30, and number of emigrants who sailed from the Clyde direct to Canada during the same period.

County.	Number of letters received.	Approximate Number of passengers sailed.
Aberdeen	145	60
Argyle	25	18
Ayr	99	35
Banff	12	12
Berwick	18	11
Bute	5	4
Caithness	19	4
Clackmannan	7	7
Dumbarton	48	37
Dumfries	146	8
Edinburgh	173	144
Elgin	22	7
Fife	68	34
Forfar	151	48
Haddington	4	6
Inverness	39	16
Kincardine	5	4
Kinross	2	2
Kirkcudbright	1	14
Lanark	588	556
Linlithgow	11	5
Nairn	3	11
Orkney & Shetland	24	19
Peebles	8	5
Perth	64	17
Renfrew	120	54
Ross & Cromarty	14	5
Roxburgh	27	21
Selkirk	2	7
Stirling	46	17
Sutherland	12	12
Wigtown	9	2
Western Isles	10	8
North of England	109	46
	2,026	1,256
From Glasgow via New York		180
" Liverpool to Quebec		520
Total		1,956

No. 7.

REPORT OF JOHN GRANT, AGENT IN SCOTLAND.

PARKHURST, DUMFRIES, June 30, 1901.

The High Commissioner for Canada,
London.

MY LORD,—I have the honour to submit the following report dealing with the work of this agency for the year ending June 30, 1901.

This work has been carried on systematically throughout the year, the summer months being devoted to attending shows, fairs, markets, and personal visitation, and the winter months to lecturing.

At all the leading agricultural shows in the south of Scotland and the north of England I was in attendance and exhibited Canadian products in the tent provided for that purpose.

Our exhibit, which is representative of the whole Dominion, is becoming yearly more popular at these shows, for the farmers are beginning to realize that, as the Minister of Agriculture pointed out when speaking at the reception recently held in the Canadian pavilion at the Glasgow International Exhibition: 'We are not in competition with the home farmer, but with the foreigner.' And we consequently have many thousands of visitors during the season, a large percentage of them being agriculturists. We are thus afforded many opportunities which could not otherwise be obtained of engaging them in conversation and distributing literature to advantage.

At the larger and more important shows, such as the Highland Society's, the National Fat Stock Show, and the Ayrshire, the stand was used and we were enabled to make a much more comprehensive display, our exhibit being considered the principal attraction at all the above shows. At the National Fat Stock Show, which was held in the Waverley Market, Edinburgh, a huge Ontario squash which was part of our vegetable display, was certainly the leading feature of the whole show, attracting by its enormous size and weight (250 lbs.) the attention of every visitor to the show in the direction of the Canadian government stand. Here I would venture to suggest that we should be supplied from time to time with exhibits of this nature, as they never fail to draw attention and are really the best kind of advertisement we could have to help us in our work.

The winter months, as already stated, were devoted to lecturing, principally in the rural districts and villages of this agency, where I delivered several lectures weekly. I also fulfilled several engagements, made by Mr. Murray, in large industrial centres, such as Glasgow, Greenock and Paisley.

My lectures in the rural districts were always well attended, and in many instances the halls and schools were crowded to the doors. In the towns I had very large audiences, averaging from 400 to 1,400. My course of lectures extended over the counties of Dumfries, Kirkcudbright, Wigtown, Ayr, Lanark, Renfrew and Cumberland.

Here I would like to suggest that more attention should be paid to the large industrial centres as a field for lecturing, these centres are continually attracting and absorbing a large percentage of the surrounding rural population, many of whom after a year or two of town life would be glad to get back to the land again; and with the development of Canadian industries there is certain to be a large movement of the industrial classes to Canada. I have much pleasure here in stating that my lectures during the past winter season have been attended by larger audiences than on any former occasion since I came to this country.

During part of the present month I was in attendance at the Glasgow International Exhibition, being stationed in the Canadian pavilion for the purpose of giving information regarding Canada and distributing emigration literature. The literature supplied for distribution was eagerly sought after, both by the general public and by the many schools visiting the exhibition in charge of teachers; to the latter the descriptive text book and atlas, specially prepared for use in schools, were handed, and will doubtless prove of great service in giving the rising generation a better knowledge of Canada than their fathers seem to possess. This is a step in the right direction, for it must be borne in mind that the boys and girls of to-day are, figuratively speaking, the men and women of to-morrow, and it is to them we must look for any extensive movement from this country to Canada in the near future.

While stationed at the exhibition I had many inquiries regarding the Dominion.

It is gratifying to see how splendidly Canada is represented at the exhibition, her exhibit, which is second to none, being quite an object lesson, and a revelation to most visitors, and to hear only expressions of appreciation of and surprise at the many and varied evidences to be seen on every hand of the wonderful resources of the Dominion.

The commissioners are to be highly congratulated on the magnificent display they have made, their efforts in this direction cannot fail to be of great service in the interests of commerce and emigration between this country and Canada.

It is pleasing to note that the war, contrary to general expectation, has been rather favourable to Canadian emigration than otherwise. The returning volunteers and yeomen do not seem to be much impressed with South Africa, and their opinions will largely regulate the movement of others who were only waiting for the close of the war to rush off to the Cape. I feel confident, from many conversations I have had with intending emigrants, that it will be some considerable time before South Africa can hope to enter into active competition with Canada as a field for settlement. Meantime I hope to see as the result of our efforts in behalf of Canada, a yearly increasing stream of migration to the Dominion, which was never more popular in this country than it is at the present time.

In concluding this report I would venture to suggest that as the motor car seems likely to be in general use at no distant date, the agents working in the rural districts should be provided with them as they would be of great service in visiting places remote from the railways.

Your obedient servant,

JOHN GRANT.

No. 8.

REPORT OF THOMAS DUNCAN, AGENT IN SCOTLAND

Carnoustie, July 1, 1901.

The High Commissioner for Canada,
London.

My Lord,—I have the honour to submit to you the following report of my work as emigration agent for the northern and eastern counties of Scotland for the year ending June 30, 1901.

As the best means of bringing the claims of Canada as a field for immigration before the people of this country, I have attended as many of the cattle markets, hiring fairs and agricultural society shows as possible, distributing a large quantity of literature and personally talking and giving information to a great many people. Our exhibit of cereals, wood and minerals is much admired, and especially in the case of our grains and grasses, a considerable quantity of which I carry with me to all shows, the rich beautiful colour of the straw showing that it has been matured in a land of sunshine, and giving a very favourable impression of the climate.

For the purpose of keeping up the interest in our exhibit, I may be allowed to suggest that a large quantity of this class of exhibit should be supplied to Mr. Murray. As it often happens that we have to display our stuff in very bad weather, when it is impossible to keep it dry, then while it is still wet pack it away in boxes and send on to the next show, of course in a very short time under treatment of this kind the straw becomes dirty and discoloured, and the impression gained from it is unfavourable. To obviate this difficulty a small quantity kept in store would remedy the matter as we could freshen up our exhibit from time to time during the season.

At the agricultural shows we have a splendid opportunity of distributing our literature and conversing with people who are daily taking a deeper interest in our country, and I am often gratified by hearing the remark that Canada must be a country of wonderful resources.

Another most important branch of our work is the lecturing. During the past season, with few exceptions, I have confined myself to lecturing in country districts. As a rule my audiences were large, people often coming miles to attend. Judging from the attention given to my remarks, the interest taken in the limelight views shown, the many questions asked, and the quantity of literature distributed at the close of the lectures they were most successful.

The district covered during the winter by lectures extended from the Lothians in the south to Elgin in the north.

I have given the usual attention to correspondence and personal visitations, and I might here remark that I frequently meet men with families very anxious to go to Canada, but not having the means wherewith to pay their passage money and enough left to start them on homesteads. In view of the large number of people from Europe countries who are settling in western Canada, I cannot help thinking that the settlement of English-speaking families in the west would be of so much more value to the country that the department would be more than justified in devising some scheme of assistance whereby such men would be enabled to go out and make a start upon the land.

Since the opening of the Glasgow exhibition I have spent part of my time in the Canadian pavilion supplying literature to inquirers. I have had the pleasure of meeting a number of people in the pavilion who had attended our lectures and have

of them after looking at our splendid exhibit in that building said they had thought I had painted Canada in very bright terms in my lectures, but one look at our exhibit more than justified all that I had said, one gentleman remarking: 'Truly you have come from a land of plenty;' another remarking: 'Who would not be proud of Canada when you compare it to the other foreign exhibitions on the ground.'

There can be no doubt that the agricultural and fruit exhibits will prove a great stimulant to emigration to Canada from this country.

The Canadian text book and atlases are in great demand. In the exhibition there are many school teachers with their classes who visit our building, and are supplied with these books, while many others who have not the opportunity of attending the exhibition are asking to have them sent.

In concluding my report, I would just say that while the emigration from Scotland is not all that could be wished for, it is very gratifying to know that for this season so far the number who have left Glasgow for Canada is considerably in excess of last year, and in view of the fact that agricultural labourers are becoming more scarce in Scotland every year, and wages have now reached a point never before reached in the history of this country; these and other matters point to a decrease rather than to an increase.

Your obedient servant,

THOS. DUNCAN.

No. 9.

REPORT OF C. R. DEVLIN, CANADIAN COMMISSIONER, IRELAND.

14 Westmoreland Street,
Dublin, July 8, 1901.

The High Commissioner for Canada.

My Lord.—Fortunately for Ireland the Board of Trade returns to date show an extraordinary decrease, 1901, in the numbers emigrating; fortunately for Canada the same returns disclose that during the month of May this year we secured for Canada exactly three times the number we did during the month of May, 1900; and during the month of June of this year we have had twice the number we had during the month of June last year.

During the first six months of 1901, the numbers going to Canada from Ireland constitute an increase of eighty per cent over the numbers who went during the corresponding months of last year.

Your agents in Ireland are happy indeed to be able to present such a gratifying statement.

On more than one occasion the attention of the government has been invited to the consideration of the difficulty of obtaining anything approaching accurate statistics. We do not know, nobody knows, how many leave Ireland for Canada. The statistics to which I have just referred deal solely with those who embark at Irish ports. But, by far the greater number of Irish emigrants to Canada embark at English ports, and I have reason to believe that they are then more frequently than otherwise classed as English emigrants.

Let me explain. Just now the only steamers going to Canada and which call at an Irish port are those of the Allan Line. The steamers of the Elder-Dempster and Beaver Lines do not now call at an Irish port, and during many months of the year the Allan steamers proceeded direct from Liverpool to Halifax or Portland. The Dominion steamers all go to the United States.

To resume the situation, when the Irish emigrant embarks at an English port, he is most generally classed as an English emigrant. When the steamer proceeds direct to a port of the United States, he is put down as an emigrant to that country, although as a matter of fact he may be going to Canada. And so much is this the case that I have personal knowledge of numbers from the south of Ireland bound for Canada, and who as a matter of convenience or for other reasons have taken the steamers of the White Star, Cunard and Dominion Lines.

In the early part of the year, and indeed at the time when most of our emigrants were going to Canada, these difficulties forced themselves before us.

Again, the rates from most parts of Ireland are higher than the rates from many parts of England. There is a preferential tariff in existence. The English emigrant is carried from London and other points to Liverpool free; the Irish emigrant must pay his way to Liverpool or to Londonderry.

But I am happy to be able to report that all mail steamers of the Allan Line now call at Londonderry, and every facility as well as comfort await the emigrant.

Next year in the month of May the Cork Industrial Exhibition will open. I have submitted to the government my views in connection with this exhibition which promises to be one of unusual proportions. Already the contracts for the construction of the buildings are awarded. The exhibition will last six months, and it is expected

that the attendance will average at least one hundred thousand per week. Lately I have had interviews with the lord mayor of Cork and the executive, and they assure me that they would be delighted to see Canada represented at the exhibition. All Ireland is one in regard to this exhibition, determined to make it a success. National and Unionist forces have joined hands, have liberally contributed, are working together to make this event an immense success.

I cannot too strongly dwell upon the importance of and the advantages offered by the Cork Industrial Exhibition of 1902. It is years since an event of such magnitude occurred in Ireland, and it may be years before anything like it will take place again.

It is for the government to decide what action, if any, in the matter would be suitable. It would not be a serious difficulty to move many of the exhibits from Glasgow to Cork, and those with whom I have conversed on the subject believe that a good exhibit of Canadian products, natural and manufactured, would bring before the people of Ireland in a striking manner the wealth and the resources of Canada.

Canadian manufacturers, exporters and business men generally would do well to seriously consider every aspect connected with this show.

It is quite true that we have had many large exhibitions, notably those of Chicago, Paris, Glasgow and Buffalo.

But then the conditions here are so different. I admire the motives governing the noble and patriotic men who denounce emigration. I agree with many of the views they hold. But I am a Canadian, and I see that every year numbers leave, and for many years to come numbers will leave. I am anxious to get them for Canada. It is just as fair and as reasonable that Canada should get them as the United States, South America, Australia, South Africa, &c. People then leave and will be drawn to Canada when they fully understand the advantages which the Dominion offers. Again, Ireland is not presently a manufacturing country. The importations of manufactured goods are enormous. What an opportunity, therefore, for our manufacturers and merchants !

Now, a word about the work of the year. I have attended a number of fairs, meeting the people, &c. In Dublin, Cork, Limerick, and at many other points during the year I have made—or my assistants have made—extensive exhibits of agricultural, mineral and other products which have attracted attention and been noticed favourably by more than one newspaper.

The newspapers of Ireland have had many most flattering articles on Canada which compensate handsomely for any occasional mistakes that may be made.

Our lectures have been more numerous, and have always been largely attended. They have been given before agricultural societies, literary clubs, &c., and I have had the honour to be invited to speak upon Canada in some of the most distinguished institutions of the land.

During the year our offices have been visited by numbers of Canadians who call for their correspondence, or seek such information as it is in our power to give and which may be useful to them.

Indeed it was only the other day, without cost or inconvenience to either party, that a large sale of property in Canada was made through the office.

On all occasions I have done my best to serve the interests of the business community in Canada, and the number of inquiries which we receive is a matter of much satisfaction.

I reaffirm, after four years' experience, everything which I have said in previous reports. Our Canadian manufacturers and exporters have opportunities in Ireland which are not surpassed by any other country. Ireland buys and for years must buy.

I do not believe that there is any other feeling than one of indifference on the subject of the cattle embargo. I have met those qualified to speak for the masses of the people, and they say that the removal would not bring injury. I should add that the cattle business is not over-popular here, and this will be understood when I state that the good land in many cases is reserved for the cattle, and the poor land given to the

people. During the half year ending June 30, we received at the office 3,117 letters and inquiries; we sent out 3,908 letters and parcels of literature.

In addition literature, blue-books and papers have been sent to the public libraries, reading rooms, schools, colleges, public offices, many large hotels; and posting have been sent in all directions. We have advertised in every way possible. I have done my best to do my full duty in this as in other respects.

It is impossible to obtain such large results as we would wish. We are three agents in Ireland, and occasionally we get help from able and devoted men sent over from time to time. But after all it must not be lost sight of that everything which goes to make Canada popular in Great Britain has an opposite effect with the great majority of the people in Ireland.

In Great Britain are the head offices of the steamship companies and there they advertise largely, which I wish they would do here. In Great Britain are many agents of the provincial governments, offices with able men of the Canadian Pacific Railway, the Grand Trunk Railway; here, none. To Great Britain Canadians constantly go: here few come, and the Canadian visitor always does so much good. In Great Britain emigration is encouraged by religious societies, and indeed by all kinds of societies, by the leading statesmen of the country and supported by public opinion and in every way; here it is denounced as a curse. In Great Britain every agency is favourable; here not one. Notwithstanding all this we are able for the work which offers, and I do not ask for the appointment of other agents.

But our Canadian railway companies could with profit, I am sure, have at least one agency in Ireland. This would be an advantage to Canada, and in a short time a source of very considerable revenue.

Another subject and I have done. Some few weeks ago in a Canadian newspaper I read the following, to me most interesting item:

'Any farmer desiring to secure the services of good Scotch farm labourers can do so by forwarding at once to the Commissioner of Immigration at Winnipeg an application stating the number of such labourers he requires, and inclosing for each such labourer the sum of $25 to assist in prepaying the passage. This advance will be required from the wages of the labourers who are being hired at from $180 a year upwards, according to their ability. As it is intended the party will leave Scotland early in June, those farmers who desire to secure an experienced farm hand for the temporary advance of a portion of the passage money should communicate at once with the Commissioner of Immigration as mentioned.'

We are constantly besieged by agricultural labourers for information as to the best way of obtaining an assisted or free passage to Canada, and who would be most willing to go in the same way and on the same conditions. Much of the agricultural work in England is done by Irish labourers who go in thousands every year from the west of Ireland.

Sometimes, and indeed often, application is made to the office for domestic servants, and the fares are in many instances advanced; but when these applying decide to deduct from the wages afterwards the money thus advanced, it is only fair that the rate of wages should be made as liberal as possible.

I have every reason to anticipate at least as large a measure of success during the coming year as we have had during the year ended June 30.

Your obedient servant,

C. R. DEVLIN

No. 10.

REPORT OF E. O'KELLY, AGENT IN IRELAND.

HARBOUR BOARD BUILDINGS,
LONDONDERRY, June 30, 1901.

The High Commissioner for Canada,
London.

MY LORD,—I beg to submit to your lordship my annual report on emigration from Ulster for the year ending June, 1901. I am pleased to be able to state that emigration has been fairly satisfactory with regard to numbers, and conspicuously so having regard to class, of which I can be a better judge than of numbers as I see almost all who correspond with me; but I do not see numbers who leave via Belfast, Glasgow and Liverpool, in fact an agent has no accurate way of estimating the numbers who leave his district for Canada under present circumstances.

The demand for our pamphlets and maps has increased enormously since I opened an office here four years ago, and interest in Canada proportionally so; but not the number of emigrants to a like extent, because of the prepaid passages to the United States, and of the free and assisted passages to Queensland.

Here in Ulster the great bulk of the people would much prefer making homes in Canada to either the United States or Queensland, to the former from a feeling of loyalty, to the latter because of what they read, and are told about Canada; but more still from Canada's proximity so clearly brought home to them by the map of the world in our descriptive atlas now in thousands of Irish homesteads.

Time may, and no doubt will, enable us to turn the great tide of emigration from the United Kingdom to Canada; but in the meantime we are losing thousands of desirable settlers, the most desirable in fact, because they are of the hard-working farming class who would bring sufficient means to start in Canada with a vigorous young family about them, if they had a house ready to go into, which they would be willing and able to pay for by yearly instalments. Meeting this class of man, the head of a family, which altered conditions of things do not allow of their living as their fathers did, and who would emigrate to Canada with a small but sufficient capital, if such could be spent entirely on cost of outfit, stock and living for the first year, is the hardest thing in the life of an emigration agent, because he feels both parties would gain by such a scheme, which would also, I believe, do away for ever with any claim for assisted passages. As heretofore I have had exhibits at all the great and local shows in Ulster, and also attended fairs and markets throughout the province; but have been most busy in Belfast and vicinity where the farmers dispossessed by the Belfast Water Commissioners live.

About half of the claims for compensation by these people are listed for the summer assizes held in Belfast in July, but Mr. Ryan, the government arbitrator, tells me more than half will not come on before next spring.

Your obedient servant,

EDWARD O'KELLY.

No. 11.

REPORT OF JOHN WEBSTER, AGENT IN IRELAND.

14 Westmoreland Street,
Dublin, August 25, 1901.

The High Commissioner for Canada,
London.

My Lord,—In compliance with instructions received I beg to submit a report of my work for the twelve months ending June 30.

During the summer months I have been, as in other years, engaged in attending fairs and making display of our Canadian products at the agricultural shows.

The Irish cattle fair is a monthly event for every large or small town in the country, and here the farming classes assemble in very large numbers. I have attractive posters displayed drawing attention to Canada as a field for emigration, also announcing my presence in town, with an invitation that people should call upon me. I find this a useful method of advertisement, as many take advantage of the opportunity at these fairs. I am able to have distributed, with advantage, a large amount of our literature. I endeavour to arrange that I can attend the fairs in same county on consecutive days.

The displays of Canadian products which we make at the county and royal agricultural shows, afford a splendid demonstration regarding some of the resources of the Dominion. We make the best possible use of the material at our disposal. I would respectfully suggest that in addition to cereals, grasses and minerals, we should receive from time to time supplies of roots and fruits, also good wood samples.

I have often wished for a sample of the black loam from the prairies. To the agriculturist this would prove most interesting.

I trust it is the intention of the department to have Canada represented at next year's Cork International Exhibition. I am sure a representation there would materially help the Dominion. I presume that at the conclusion of the exhibitions, some of the exhibits will be divided up among the Canadian government agents. As regards representations of Canadian products I consider it is unwise to make an exhibit at all, unless we can make one worthy of the Dominion.

During the winter months I was occupied filling lecturing engagements. Applications for these lectures come from agricultural and other societies, also from clergy of every denomination. I think that without exception every invitation received was accepted. This kept me busy, in some cases having to lecture five times in one week. In my opinion, the lecture is one of the most useful methods for bringing Canada forcibly before the people; we, therefore, spare no effort in securing and attending to as many applications as possible. After lecture there are often many questions to be answered from people desirous of further information. I take the opportunity offered for distribution of literature among the audience. I carry with me an oxy outfit for illustration of lecture, it consists of a powerful acetylene lantern, portable screen, &c. The slides are supplied from the London office.

I have at times to lecture in the large halls of big towns, but as the agriculturist is the man most needed for Canada, I much prefer to secure engagements in the rural districts, where, of course, I can speak to an appreciative audience on the subject of agriculture as carried on in Canada.

The newspaper advertisements which commenced about November, largely increased the amount of our correspondence; it also considerably increased the number of callers at the office. I think it would be an advantage to our work that the adver-

tising should be more continuous, and that the amount expended on same should be spread into a period extending well into the summer months.

On receipt from your lordship of copy of cablegram received from Canada relative to splendid crop prospects in Manitoba, and consequent demand for hired help with good wages, we immediately had this cable printed on postcards and posted throughout the country. The result was satisfactory, and led to much inquiry.

Most of the Irish emigrants, indeed I might say nearly all, who every year leave for the United States, travel on a prepaid ticket sent to them by some friend in the country. I often think what a help to our work it would be if some system of assisted emigration could be formulated.

The Board of Trade returns do not give a fair idea of those who leave Ireland for Canada, the bulk of our emigrants leave via Liverpool, and unless they buy their tickets in Ireland they are registered as English emigrants. It is, therefore, impossible to get accurate returns. I am glad to note that in comparison to the figures as given for last year, our returns for this year's work show a marked improvement.

Your obedient servant,

JOHN WEBSTER.

No. 12.

REPORT OF D. TREAU DE CŒLI, AGENT IN BELGIUM.

ANTWERP, July 2, 1901.

The High Commissioner for Canada,
London.

MY LORD,—I have the honour to present you my annual report on the work done in Belgium during the year 1900-1.

I employed this year the same methods to place before the public the advantages offered by Canada as in the two previous years, namely: Free distribution of literature, lectures on Canada in the winter season, that is from October 1 to May 1, and visits to fairs and shows during the summer months. At these fairs and shows I cause a large number of leaflets on Canada to be distributed, and I keep myself at the disposal of any farmer wishing for information.

The last three months of 1900 were passed mostly in the Flanders giving lectures in every locality from where parties had already left or intended to leave for Canada.

The first three months of 1901 I lectured mostly in the province of Luxembourg, when MM. Ed. Colleaux and Sebastien Deleau, from Deleau, Manitoba, and Mr. Jules Maron, from Morinville, Alberta, assisted me greatly in bringing to my notice the localities where they had friends. These gentlemen accompanied me generally to the place of lecture and were irrefutable proof of what a farmer might expect in Canada, as two of them, Mr. M. E. Colleaux and Jules Maron went there penniless and are now well-to-do farmers.

The success of my work was felt early in the spring, as in the month of March last 40 Flemish and 20 French Belgians registered in Winnipeg, according to the report of the immigration office there, while a certain number stayed in the province of Quebec, where they secured work with the Belgo-Canadian Pulp Co.

I would like to give a correct return of Belgians leaving for Canada, but it is quite impossible, as many who intend to leave at once have to wait for one reason or another for weeks and sometimes months, and as soon as they think they have all neces-

sary information, they do not, as a rule, communicate any longer with the office, but are looked after by the shipping agents. I beg leave to remark that as far as our Belgian emigrants are concerned an erroneous classification is often made; those who speak nothing but French are generally returned as French, while others speaking only German are invariably classed as Germans. Notwithstanding this I am confident 1901 will prove a very good year for the Belgian emigration.

I am happy to state that in the beginning of this month four or five families will leave for Manitoba to join their friends who left here on March 16 last, and who are so well pleased with the country that they settled at once.

I am also pleased to inform your lordship that besides the 38 lectures given in the country places, I accepted invitations to lecture on Canada, from "La Société Générale d'Agriculture de Belgique" at Brussels, Les Anciens Elèves de l'Institut agricole de l'Etat à Gembloux and l'Institut Commercial du Hainaut à Mons. These three lectures were well attended and the keenest interest was shown in the advantages offered by Canada, and although the audience at these lectures was not composed of persons who would likely emigrate themselves, I have positive proof that they caused others to choose Canada as their future home, and that the knowledge of our country amongst the leading class will greatly facilitate the spreading of this knowledge amongst the people.

By the retirement of Mr. A. Bodard, as agent for France, I have received many inquiries from that country, and in every case have supplied the writer with the French literature at my disposal, and have given the necessary information as I did for Belgium.

Your obedient servant,

D. TREAU DE CŒLI.

REPORTS OF AGENTS IN EASTERN CANADA.

No. 1.

REPORT OF THE IMMIGRATION AGENT AT ST. JOHN, N.B.

(J. V. LANTALUM.)

ST. JOHN, N.B., June 30, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit for your information a report of the arrival of passengers at this agency for the year ending June 30, 1901.

The total number of arrivals being:

Cabin	111
Steerage	4,721
	4,832

Their destination being as follows:—

Cabin, Canada	108
" United States	3
Steerage, Canada	903
" United States	3,818

and they were divided into sexes as follows:—

Cabin, Canada, males	50	
" " females	33	
" " children	25	
		108
" United States, males	3	
" " females		
" " children		
		3
Steerage, Canada, males	779	
" " females	41	
" " children	83	
		903
" United States, males	2,305	
" " females	689	
" " children	824	
		3,818
		4,832

The steamships of the International Line plying between Boston, Portland, Eastport and St. John, landed 12,050 passengers, being principally returning Canadians and tourists.

A great amount of correspondence is received from parties in want of boys and girls to work on farms, and many inquiries are received from the United States from people who wish to settle in New Brunswick.

Statements are annexed hereto, as follows:—

Statement A—Monthly arrival of cabin passengers for Canada.

Statement B—Monthly arrival of cabin passengers for United States.

Statement C—Monthly arrival of steerage passengers for Canada.

Statement D—Monthly arrival of steerage passengers for United States.

Statement E—Showing sexes, occupations and destinations of different nationalities remaining in Canada.

Statement F—Showing sexes and occupations of the different nationalities destined for the United States.

Your obedient servant,

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

STATEMENT A.—Showing monthly arrivals of Cabin Passengers for Canada and Sexes of Nationalities.

Nationalities.	Sexes. Adults. Males.	Adults. Females.	Children. Males.	Children. Females.	Totals.	Months.	Sexes. Adults. Males.	Adults. Females.	Children. Males.	Children. Females.	Totals.	Nationalities. Returned Canadians.	Tourists.	English.	Scotch.	Totals.	Destinations. Lower Provinces.	Quebec.	Ontario.	Manitoba.	North west Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	Totals.
						1900.																				
						July	6	17	5	5	33	7	12	12	2	33	18					5		7	26	33
Returned Canadians	14	10	3	2		29 August	9	6	6		21		12	9		21								12	9	21
Tourists	26	12	9	3		50 September	12				12		12			12								12		12
English	7	11	1	4		26 October	11	3	1	2	11		11			11								11		11
Scotch	2					2 November	2				2	1	1			2								1	1	2
U. S. Citizens	1					1 December	8	3	2	1	12	4	8			12		2						4	8	12
						1901.																				
						January	1				1	1				1								1		1
						February	3	1	1		5	3	2			5	2	1							5	5
						March	3	1			4	3	1			4									4	4
						April	9	3	1	1	12	9		3		12						1	2		10	12
						May	12				12	12				12								12		12
						June																				
Totals	50	33	16	9	108	Totals	49	34	16	9	108	30	51	25	2	108	20	3				5	1	27	52	108

JAMES V. LANTALUM,

Dominion Government Immigration Agent.

ST. JOHN, N.B., June 30, 1901.

STATEMENT B.—Showing Monthly Arrivals of Cabin Passengers for United States and Sexes of Nationalities.

Months.	Passed					Turned				
	Adults.		Children.			Adults.		Children.		
	Males.	Females.	Males.	Females.	Infants.	Males.	Females.	Males.	Females.	Infants.
1900										
July										
August										
September										
October										
November										
December	1				1					
1901										
January										
February										
March										
April										
May						2				2
June										
Total	1				1	2				2

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

ST. JOHN, N.B., June 30, 1901.

STATEMENT C.—Showing Monthly Steerage Passengers for Canada

Months.	Sexes.					Nationalities.															Occupations.								Destinations.								
	Adults.		Children.																																	
	Males.	Females.	Males.	Females.	Totals.	English.	Irish.	Scotch.	German and Dutch.	French.	Scandinavians.	Russian and Finnish.	Italians.	Austrians.	Returned Canadians.	Tourists.	Other Countries.	Totals.	Agriculturalists.	Labourers.	Mechanics.	Clerks.	Miners.	Domestics.	Not Classified.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	N. W. Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	Totals.
1900.																																				
July	5	..	30	2	37	32	2	3	..	..	..	..	..	..	..	..	..	37	4	..	1	..	..	..	32	37	37	..	..	..	..	..	..	..	37
August	1	..	..	..	1	..	..	..	..	..	..	..	..	..	1	..	..	1	..	..	..	..	..	..	1	1	..	..	..	..	..	..	..	1	..	1
September	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	1	1	..	..	..	1	..	..	..	1	..	..	..	..	..	..	..	..	..	..
October	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1	..	..	..	..
November	5	2	1	..	8	5	..	..	..	..	..	..	..	..	1	1	1	8	..	1	..	..	..	..	7	8	1	..	5	..	..	..	1	1	..	8
December	23	1	2	4	30	2	..	..	..	..	1	..	17	..	9	..	1	30	1	18	1	1	..	..	9	30	5	16	..	..	..	..	9	..	..	30
1901.																																				
January	45	1	..	..	46	2	..	..	..	..	..	3	38	..	3	..	..	46	..	36	6	..	..	..	4	46	4	39	..	..	..	..	3	..	..	46
February	64	4	7	7	82	15	..	..	..	..	2	11	53	..	1	..	..	82	1	58	3	1	..	19	82	28	51	2	..	..	..	..	1	..	82	
March	483	23	11	11	528	47	3	..	7	5	12	24	404	25	..	..	1	528	24	457	11	7	1	1	49	528	114	315	46	42	11	..	..	..	528	
April	150	10	7	1	168	18	1	2	2	..	1	..	135	..	4	5	..	168	5	134	..	10	..	..	19	168	22	135	2	..	..	..	4	5	168	
May	2	..	..	..	2	..	..	1	..	..	..	..	..	..	..	1	..	2	..	1	..	..	..	..	1	2	..	..	1	..	..	..	..	1	..	2	
June	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Totals	779	41	58	25	903	121	6	6	9	5	16	38	647	25	19	7	4	903	35	683	22	20	1	1	141	903	211	556	49	49	11	1	19	7	903	

ST. JOHN, N.B., June 30, 1901.

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

STATEMENT D.—Showing Monthly Steerage Passengers for United States.

Months	Sexes					Nationalities.											Occupations							
	Adults.		Children.																					
	Males.	Females.	Males.	Females.	Totals.	English.	Irish.	Dutch and German.	French.	Scandinavian.	Finnish and Russian.	Italians.	Austrians.	Poles.	Other Countries.	Totals.	Agriculturalists.	Labourers.	Mechanics.	Clerks.	Miners.	Domestics.	Not Classified.	Totals.
1900.																								
July																								
August	5				5	5										5		3	1	1				5
September																								
October	1	1			5										5	5			4	1				5
November																								
December	314	183	122	115	734	7	4	14	2	7	120	36	16	5	204	734	5	89	218	29	4	8	381	734
1901.																								
January	103	150	82	96	731	3	1	8	3	11	389	31	35	6	91	731	6	64	313	26	2	1	319	731
February	150	137	57	79	723	12	2	14		10	434	100	27	2	122	723	41	85	281	46			370	723
March	326	183	111	116	1,259	10	1	8	2	49	622	395	40	3	305	1,259	46	548	216	19	5	15	486	1,259
April	306	36	25	18	381	3		4	1	81	82	128	24	16	40	381	9	242	81	9		1	99	381
May																								
June																								
Total	2,305	689	400	424	3,818	42	8	48	8	158	2,097	709	142	36	570	3,818	107	1,031	1,084	131	11	25	1,425	3,818

St. JOHN, N.B., June 30, 1901.

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

STATEMENT E.—Showing Sexes, Occupations and Destinations of the different Nationalities remaining in Canada.

Nationalities	Sexes				Occupations								Destinations										
	Adult.		Minor.		Totals.	Agriculturists.	Labourers.	Mechanics.	Clerks.	Miners.	Domestics.	Not classified.	Totals.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	N.W. Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	
	Males.	Females.	Males.	Females.																			
Returned Canadians	11	2	2	4	19							19	19								19		19
English	34	18	39	10	121	14	12	15	16	1	1	62	121	93	5	2	20	1					121
Irish	3		3		6	3						3	6	4		1		1					6
Scotch	6				6	3	1					2	6	5		1							6
Italian	634	8	3	2	647		631	3				13	647	84	518	15							647
Russian	10	8	7	4	29		1	3	1			24	29	18	3	7		1					29
Chinese	1				1				1				1						1				1
Tourists	6		1		7							7	7									7	7
United States Citizens	1				1		1						1	1									1
Swedish	3				3	1	2						3	3									3
Turkish	1				1			1					1	1									1
Danish	3				3	2		1					3	1									3
French	5				5		1		1				5	1			2						5
Armenian	1				1	1							1				1						1
Austrian	25				25		25						25			22	3						25
Finnish	5	1	2	1	9	5						4	9				9						9
German	5	2	1	2	8		3					5	8			1	8						8
Hollander	1				1	1							1			1							1
Norwegian	6	2		2	10	5			1			4	10				2	8					10
	779	41	58	25	903	35	683	23	20	1	1	141	903	211	536	49	19	11	1		19	7	903

JAMES V. LANTALUM,
Dominion Government Immigration Agent

ST. JOHN, N.B., June 30, 1901.

SESSIONAL PAPER No. 25

STATEMENT F.—Showing Sexes and Occupations of the different Nationalities destined for United States.

Nationalities	SEXES					OCCUPATIONS							
	Adults		Children										
	Males	Females	Males	Females	Totals	Males above 14 years	Males under 14 years	Married	Single	Widowers	Widows	Labourers	Totals
English	29	5	3	5	42	3	5	11	6	4		13	42
Europeans	3				3		2	1					3
United States Citizens	27	1	2	1	30	1	3	10	9	1		7	30
Americans	18	1	1		20	8	16	8	3			3	30
Germans	31	9	2		42		6	19	13	1	1	11	42
Greeks	14				14		12	2					14
Irish	7	1			8	1		1			1		8
Hungarians	21				21		8	11	2				21
Italians	688	15	5	1	709	11	625	16	6	9		19	709
Polish	30	1	2	3	36	1	21	8				6	36
Russians	1,038	479	281	293	2,091	19	297	708	61	4	20	980	2,091
Arabians	2				2		2						2
Armenians	96	22	12	12	142		26	4	20			42	142
Roumanians	102	126	85	100	413	4	1	101	8	1		298	413
Norwegians	43	6	3	4	56	18	13	16	1		1	12	56
Swedish	81	8	2	2	93	8	67	19	4		1	11	93
French	5	3			8			1	4			3	8
Hollanders	4	1	1		6		1	2		1		3	6
Swiss	3	1		1	5		1	1	1			2	5
Canadian	1				1		1						1
Syrians	7				7		7						7
Danish	4	2	1	2	9	1		2	3			3	9
Belgians	5	1			6			3	1				6
Croatian	1				1				1				1
Negroes	4	1			5			4	1				5
Turks	11	1			12	3	4	7				1	12
Finnish	3	1			6	2	3					1	6
	2,305	689	100	324	3,818	107	1,031	1,084	171	11	29	1,127	3,818

JAMES V. LANTALUM,
Dominion Government Immigration Agent.

ST. JOHN, N.B., June 30, 1901.

No. 2.

REPORT OF THE HALIFAX AGENT.

(F. W. ANNAND.)

HALIFAX, N.S., July 1, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit a report of the arrival of passengers at this agency for the year beginning July 1, 1900, and ending June 30, 1901. During the period above mentioned the arrivals have been as follows:—

Cabin	5,375
Steerage	11,338
Total	16,713

These were divided as to destinations:

Cabin—	
Canada	5,350
United States	25
Steerage—	
Canada	8,597
United States	2,741

while they were divided as to sexes, as follows:—

Cabin, Canada—	
Males	2,573
Females	2,446
Children	331
Cabin, United States—	
Males	18
Females	7
Children	....
Steerage, Canada—	
Males	4,698
Females	1,681
Children	2,218
Steerage, United States—	
Males	1,754
Females	625
Children	362

In comparison with the corresponding period of the previous year this shows a decrease in cabin of 1,531; a net increase in steerage of 854, or a total decrease of 677.

The increase in the steerage arrivals was divided almost equally between Canada and the United States, there being 442 of an increase for Canada and 412 for the United States.

During this past season both the Allan and Dominion Lines of steamers withdrew their usual winter services from this port and landed all their passengers at Portland instead.

There has also been a falling off in the arrivals of Galicians. Neither have there passed through this agency any of the usual parties of children during the past season, excepting Mr. Middlemore's party for the maritime provinces, and a party of 17 in charge of Miss Foster landed at Sydney, ex the wrecked ss. *Lusitania*, and booked for St. John.

During the period being reported on we have met and received passengers from 249 steamers, being exactly the same number as for the corresponding period of the previous year.

The health of the immigrants arriving has been exceptionally good, and little or no sickness has been reported.

Through the withdrawal of the quarantine department from our building we have been able to secure the use of much needed space for handling luggage, and have experienced considerably more satisfaction in our work as a result.

The immigrants have received the best of attention and care while passing through this agency en route to their new Canadian homes.

I would beg again to draw your attention to the large number of excellent settlers passing through this port destined for points in the United States, and to urge that steps be taken for the directing of their attention to Canada while they are with us passing through.

Acting under instructions from the department, I visited the Northwest last August, and shortly after my return made a report thereon.

I beg also to attach hereto the usual statements, as follows:—

Statement A.—Monthly arrivals of cabin passengers for Canada.

Statement B.—Monthly arrivals of cabin passengers for United States.

Statement C.—Monthly arrivals of steerage passengers for Canada.

Statement D.—Monthly arrivals of steerage passengers for United States.

Statement E.—Sexes, occupations and destinations of nationalities for Canada.

Statement F.—Sexes, occupations and destinations of nationalities for United States.

Statement G.—Sexes, nationalities and destinations of steerage by different lines.

Statement H.—Comparative statement of monthly arrivals, 1899-1900 and 1900-1.

Statement I.—Comparative statement of nationalities.

Statement J.—Showing arrivals according to ports of departure.

Your obedient servant,

F. W. ANNAND,
Dominion Government Immigration Agent.

STATEMENT A.—Showing monthly arrivals of Cabin Passengers for Canada and Sexes of Nationalities.

Nationalities.	Sexes: Adults. Males.	Sexes: Adults. Females.	Sexes: Children. Males.	Sexes: Children. Females.	Totals.	Months.	Sexes: Adults. Males.	Sexes: Adults. Females.	Sexes: Children. Males.	Sexes: Children. Females.	Totals.
						1900.					
English	205	125	18	25	373	July	144	671	40	49	1204
Irish	3	1			4	August	459	424	31	18	932
Scotch	14	11	4	3	32	September	246	259	10	19	525
French	3	1			4	October	154	112	6	12	284
Italians	1				1	November	130	90	7	11	238
Armenians	1				1	December	103	97	4	12	276
						1901.					
United States citizens	10	2			12	January	153	66	4	9	232
Returned Canadians	1381	1277	54	81	2796	February	112	44	4	5	165
Tourists	952	1029	73	73	2127	March	167	72	1	5	245
						April	170	90	9	6	275
						May	113	140	10	8	271
						June	262	390	20	31	703
Totals	2573	2446	149	182	5350	Totals	2573	2446	149	182	5350

Nationalities.	English.	Irish.	Scotch.	French.	Italians.	Armenians.	United States Citizens.	Returned Canadians.	Tourists.	Totals.
	21	1	3					251	928	1204
	22		7					223	680	932
	11	2	4				1	431	46	525
	9		4	1			2	203	65	284
	24			1			6	171	36	238
	61		3	1	1			200	10	276
	68		3				1	129	31	232
	21			1				96	47	165
	26		1		1		1	185	31	245
	19	1	6					224	25	275
	35		1					199	36	271
	26						1	484	192	703
Totals	373	4	32	4	1	1	12	2796	2127	5350

Destinations.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Returned Canadians.	Tourists.	Totals.
	24	1					251	928	1204
	29						223	680	932
	45	1	2				431	46	525
	16						203	65	284
	22	1	1	2		5	171	36	238
	61	3	1			1	200	10	276
	68	2	1		1		129	31	232
	19	1		2			96	47	165
	25			3	1		185	31	245
	44	4	2	4	1	1	224	25	275
	32		3			1	199	36	271
	23	4					484	192	703
Totals	378	17	10	11	3	8	2796	2127	5350

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1901.

SESSIONAL PAPER No. 25

STATEMENT B.—Showing monthly arrivals of Cabin Passengers for the United States, and Sexes of Nationalities.

Months	From					From United States Citizens					From				
	Adults		Children			Adults		Children			Adults		Children		
	Males	Females	Males	Females	Totals	Males	Females	Males	Females	Totals	Males	Females	Males	Females	Totals
1900.															
July															
August	1				1										
September															
October															
November						1	1			2					
December	1	1			2										
1901.															
January	3				3	1	1			2	2				2
February	1				1	5				5	2	1			3
March															
April															
May	1	3			4										
June															
Totals	7	4			11	7	2			9	4	1			5

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S.,
June 30, 1901

STATEMENT C.—Showing Monthly Arrivals of

Months.	SEXES.					NATIONALITIES.																
	Adults.		Children.																			
	Males.	Females.	Males.	Females.	Totals.	English.	Welsh.	Irish.	Scotch.	German and Dutch.	French and Belgians.	Scandinavians.	Russian and Finnish.	Hebrews.	Roumanians.	Italians.	Syrians.	Galicians.	Austrian and Hungarian.	Returned Canadians.	Tourists.	U. S. Citizens.
1900.																						
July	128	315	279	250	1,272	49					4		2	7			1,181	20	3	5		
August	86	35	7	13	141	73			49											6	2	1
September	30	14	3	5	52	47			2		10										5	
October	64	62	9	9	144	97		1	5		28									9	5	1
November	136	82	20	21	259	133	1	2	5	9	12	14	9	20	6	4	1	6	5	18	2	
December	235	131	58	41	465	124		5	9	2	7	10	87	82	15	24	27	1	11	31	7	
1901.																						
January	160	49	16	24	249	117			2	6	2	3	10	32	12	4	39		5	7		3
February	181	47	8	12	248	67		3	5	4	4	5	11	27	6	88	2		4	15	3	1
March	1,035	91	62	45	1,233	152		13	5	13	44	14	110	14	3	718	10	1	52	40	24	1
April	1,463	263	196	169	2,091	282	1	16	137	8	12	14	111		77	793	59	403	101	42	2	
May	473	327	254	248	1,302	93		1	9	1	1	1	10		13	5		1,096	37	14		3
June	407	265	255	214	1,141	250		3	5	2	4	2	19	12	4	19	6	773	15	4	11	
Totals	4,698	1,681	1,167	1,051	8,597	1,484	2	44	233	45	119	67	367	189	143	1,655	144	3,461	250	189	64	13

Steerage Passengers for Canada.

Other Countries.	Totals.	Occupations: Agriculturalists.	Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classed.	Totals.	Destinations: Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Returned Canadians.	Foreigners.	Totals.
1	1,272	365	52	3	1		13	838	1,272	50	3	5	936	270			3	5	1,272
	141	1	19	49	6	6	10	50	141	133							6	2	141
	52		26		1		6	19	52	47		1		1				3	52
	144	1	42	7	8		24	62	144	126	1			1	2		9	5	144
12	259	9	75	19	16	3	36	101	259	78	47	39	46	41	18		18	2	259
23	465	34	89	28	34	2	26	232	465	123	109	73	84	14	24		31	7	465
7	249	11	75	22	35	10	16	80	249	85	65	45	24	11	12		7		249
3	248	16	101	17	28	4	11	71	248	67	91	52	4	6	7		15	5	248
19	1,233	92	848	24	21	2	16	230	1,233	234	594	78	201	44	16	2	40	24	1,233
33	2,091	316	1,034	43	39	6	19	634	2,091	345	691	178	531	283	39		42	2	2,091
18	1,302	380	49	13	21		9	830	1,302	106	19	17	677	468	1		14		1,302
12	1,141	274	10	13	9	2	28	715	1,141	237	52	27	264	542	4		4	11	1,141
128	8,597	1,499	2,510	238	239	35	214	3,862	8,597	1,631	1,675	515	2,767	1,651	103	2	189	64	8,597

F. W. ANNAND.
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1901.

STATEMENT E.

SHOWING Sexes, Occupations and Destinations of the Different Nationalities Remaining in Canada.

Nationalities.	SEXES.					OCCUPATIONS.								DESTINATIONS.								
	Adults.		Children.			Agriculturists.	Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classed.	Total.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	Northwest Territories.	British Columbia.	Yukon.	Returned Canadians.	Tourists.	Total.
	Males.	Females.	Males.	Females.	Total.																	
English	768	418	160	138	1,484	99	418	102	126	23	169	547	1,484	987	86	146	129	72	63	1		1,484
Welsh	1	1			2		1					1	2	1			1					2
Scotch	171	45	9	8	233	54	26	61	22	8	18	44	233	95	9	34	54	29	12			233
Irish	31	12	1		44	7	17	2	4	1	5	8	44	13	10	6	9	1	5			44
Norwegians	15	3			18		13	1	1		3		18	2	1	5	5	4	1			18
Swedish	26	5	4	3	38	6	11	4	2		2	10	38		5	20	12		1			38
Danish	9	2			11	1	4	3	1		2		11	4	1	1	4			1		11
Russian	95	60	65	52	272	70	15	7	3			177	272		10	6	245	11				272
Finnish	77	11	4	3	95	31	11	2			6	12	95		6	56	21	1	11			95
Polish	11	4	3		18	9	2					7	18	1	5		6	6				18
French	54	11	2	1	68	9	10		5		3	11	68	38	14	2	11	1	2			68
Belgian	33	7	4	7	51	25	1	3	1	3		18	51	10	3	1	28	9				51
German	31	4	3	2	40	3	13	7	6		1	8	40		10	13	14	3				40
Dutch	1		1	2	5		1					4	5				5					5
Austrian	61	4	3	2	70	2	50	5	4			9	70	1	8	49	12					70
Hungarian	65	47	35	33	180	52	8	5				115	180	4		3	45	126	2			180
Galician	1,152	851	746	712	3,461	1,061	89		2		1	2,308	3,461		7	4	2,062	1,388				3,461
Roumanian	80	30	15	18	143	58	6	3	13		1	62	143	6	31	18	88					143
Syrian	92	22	26	4	144		87	2	3			52	144	64	75	5						144
Hebrew	83	48	24	34	189	5	26	19	33		1	105	189	30	126	26	6		1			189
Italian	1,588	25	32	10	1,655	1	1,582	1	1			67	1,655	345	1,198	106	2		4			1,655
Greek	33	1	1		35		33					2	35		35							35
Slovaks	3	3	3	5	14	2	1					11	14			10	3		1			14
Armenian	6	3	3	1	13		1	5			2	5	13	1	8	1						13
Turkish	2				2		1		1				2	1	1							2
Swiss	2	1	2	1	6	1			1			4	6			1	5					6

| | | |

STATEMENT D.—Showing monthly arrivals of Steerage Passengers for the United States.

Months.	Sexes.					Nationalities.																Occupations.							
	Adults.		Children.		Totals.	English.	Irish.	Scotch.	German and Dutch.	French and Belgians.	Scandinavians.	Russian and Finnish.	Hebrews.	Roumanians.	Italians.	Galicians.	Austrian & Hungarian.	Greeks.	U. S. Citizens.	Other Countries.	Totals.	Agriculturalists.	Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classified.	Totals.
	Males.	Females.	Males.	Females.																									
1900.																													
July	8	7	3	4	22	15										5			2		22	1	6		1		3	11	22
August	14	16	1	1	32	25					2								5		32		10	3			10	8	32
September	35	28	4	3	70	53														17	70		33		2		20	15	70
October	15	20	4	2	41	37													1		41	1	12	2	2		8	18	41
November	85	57	30	24	196	20		6	8	3	46	67	41	1			1		6		196	1	68		11		23	88	196
December	156	90	35	36	317	28	1	4	6		50	118	81	9	5		9		2	4	317	35	79	25	10	7	30	131	317
1901.																													
January	78	47	24	21	170	4		13	2		7	95	18	5	5		4		2	15	170	16	25	13	23	1	6	86	170
February	223	41	27	16	407	14		14			25	187		9	136		11		9	2	407	87	185	21	29	1	11	73	407
March	339	76	35	30	480	50		8			167	86	37	9	82		33		7	1	480	70	223	16	30		11	130	480
April	463	94	30	29	616	67	11	9	22	3	203	92	12	5	15		25	102	11	3	616	31	387	31	13	1	25	128	616
May	18	12			30	24											2	1		3	30	2	14	1	1			12	30
June	229	137	2	1	369	19		1	21	2	34	261			4	4	8		6		360	1	215	3	1		7	133	360
Totals	1,754	625	195	167	2,741	356	15	10	88	24	534	906	189	42	277	7	92	102	54	45	2,741	245	1,255	122	122	10	154	833	2,741

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1901.

STATEMENT F.—Showing Sexes and Occupations of the different Nationalities for United States.

Nationalities	SEXES.					OCCUPATIONS.							
	Adults.		Children										
	Males.	Females.	Males	Females.	Totals.	Agricultural labor.	Laborers.	Mechanics.	Clerks & Teachers.	Miners.	Domestic Servants.	Non-classed.	Totals.
English	167	148	20	21	356	9	110	20	24	4	71	118	356
Scotch	1	4	4	1	10			1			1	8	10
Irish	11	4			15	1	9		1			4	15
Norwegians	157	42	12	11	222	26	110	14	7		20	45	222
Swedish	179	61	11	16	267	41	111	19	8		23	65	267
Danish	28	10	5	2	45	6	16	4	2		3	14	45
Russian	241	166	65	51	523	17	151	20	53		4	278	523
Finnish	307	55	8	13	383	107	195			5	25	51	383
Polish	3	2			7		3	1	1			2	7
French	10	7	2	1	20	1	7	1	1			10	20
Belgian	3	1			4	1	1	1			1		4
German	45	22	13	3	83	12	22	8	3		7	33	83
Dutch	1	2	2		5	1						4	5
Austrian	75	6	6	3	90	1	66	4	3	1	1	14	90
Hungarian	1	1			2			1				1	2
Galician	3	1	1	2	7	3						4	7
Roumanian	13	16	9	4	42	1	4	5	6			29	42
Hebrew	73	60	26	30	189	1	44	20	8			116	189
Greek	100		2		102	....	100					2	102
Italian	265	5	5	2	277	1	264					12	277
Syrian	7	5	3	1	16	6			1			9	16
Turkish	2				2		2						2
Swiss	1				1		1						1
Armenian	2				2		1		1				2
Portuguese	17				17		17						17
U. S. citizens	40	7	1	6	54	10	21	3	6			14	54
Totals	1,754	622	195	167	2,741	245	1,255	122	122	10	154	833	2,741

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1901.

STATEMENT G.—Showing Sexes, Nationalities and Destina-

Lines.	SEXES					NATION									
	Adults.		Children.												
	Males.	Females.	Males.	Females.	Totals.	English.	Welsh.	Irish.	Scotch.	German and Dutch.	French and Belgians.	Scandinavians.	Russians and Finnish.	Hebrews.	Roumanians.
Allan Line	873	349	162	129	1,513	642	1	32	226	19	26	205	203	9	10
Dominion Line	19	13	4	4	40	25		1						2	4
Elder Dempster Line	3,744	653	353	258	5,008	334	1	26	10	111	69	384	1,046	363	73
Furness Line	84	29	18	18	149	139					1				
Hamburg American Line	1,288	907	789	756	3,740					3			24	4	98
Other Lines	444	355	36	53	888	700			7		47	12			
Totals	6,452	2,306	1,362	1,218	11,338	1,840	2	59	243	133	143	601	1,273	378	185

tions of Steerage Passengers via different Lines.

ARRIVALS									DEPARTURES									
Indians	Scotians	Galicians	Austrians and Hungarians	Returned Canadians	Tourists	Other Canadians	Totals		Local Passengers	Quebec	Ontario	Manitoba	North West Territories	British Columbia	Yukon	Returned Canadians	Tourists	United States	Totals
3	2	13	28	52	8	11	23	1,516	467	75	168	718	83	69		52	8	391	1,31
		6		1			1	40	6	13	14	4		2		1			40
1,925	137	2	180	80	24	39	184	5,008	559	1,577	314	561	66	29	2	80	24	2,016	5,008
			1	1	3		1	149	138	1			1			1	3	2	149
3		3,447	129	3			29	3,740	1	24	19	2,184	1,499	3		3		7	3,740
1	1		1	19	29	17	21	888	180	5						19	29	325	888
1,932	160	3,468	342	189	64	67	279	11,338	1,631	1,675	515	2,767	1,651	103	2	189	64	2,741	11,338

F. W. ANNAND.
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1901

STATEMENT II.—Comparative Statement of Monthly Arrivals, 1899-1900 and 1900-1901.

Months.	CANADA.				STATES.				TOTALS.			
	1899-1900.	1900-1901.	Increase.	Decrease.	1899-1900.	1900-1901.	Increase.	Decrease.	1899-1900.	1900-1901.	Increase.	Decrease.
July	424	1,272	848		23	22		1	447	1,294	847	
August	109	141	32		37	32		5	146	173	27	
September	51	52	1		78	70		8	129	122		7
October	108	144	36		36	41	5		144	185	41	
November	227	259	32		199	196		3	426	455	29	
December	286	465	179		202	317	115		488	782	294	
January	255	249		6	131	170	39		386	419	33	
February	343	248		95	312	407	95		655	655		
March	1,095	1,233	138		653	480		173	1,748	1,713		35
April	1,955	2,091	136		601	616	15		2,556	2,707	151	
May	1,666	1,302		364	39	30		9	1,705	1,332		373
June	1,636	1,141		495	18	360	342		1,654	1,501		153
Totals	8,155	8,597	442	960	2,329	2,741	412	199	10,484	11,338	854	568

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1901.

STATEMENT I.—Comparative Statement of Nationalities, 1899-1900 and 1900-1901.

Nationalities.	1899-1900.	1900-1901.	Increase.	Decrease.
English	1,987	1,484		503
Welsh	16	2		14
Irish	116	44		72
Scotch	198	233		
German and Dutch	221	45	35	176
Scandinavians	147	67		80
French and Belgians	91	119	28	
Russian and Finnish	503	367		136
Hebrew	119	189	70	
Galician	4,004	3,461		543
Other countries	446	2,333	1,887	
Returned Canadians	184	189	5	
Tourists	123	64		59
Totals	8,155	8,597	442	1,583

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1901.

STATEMENT J.—Showing the number of Arrivals according to Ports of Departure.

Ports of Embarkation	Number
England, Liverpool	6,891
London	11
Scotland, Glasgow	184
Ireland, Londonderry	27
Germany, Hamburg	3,740
Newfoundland, St. John's	806
United States, Boston	3,985
New York	205
St. Pierre	110
West Indies and Bermuda	294
Totals	16,713

F. W. ANNAND,
Dominion Government Immigration Agent.

HALIFAX, N.S., June 30, 1901.

No. 3.

REPORT OF THE QUEBEC AGENT.

(P. Doyle.)

Dominion Government Immigration Office,
Quebec, June 30, 1901.

The Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to submit a report of the arrivals of immigrants at this port for the year ended June 30, 1901, with tables showing the numbers and nationalities of the immigrants brought out by each line of steamers, and the general destinations of the steerage passengers.

I take pleasure in stating that the general health of the immigrants was exceptionally good.

Among the arrivals during the year were a number of families of the better class, who, besides their intelligence and industry, brought with them a considerable amount of capital. I also received visits from several parties who had been deputed to visit this country and collect information concerning it by a number of friends, who, if the report of their agents prove favourable, intend to emigrate during the ensuing season.

We may congratulate ourselves on having received a valuable accession to our population in a considerable number of persons of wealth and intelligence, who have sought investment of their capital in Canada, and become permanent settlers among us.

The French, Belgian, Scandinavian and German immigrants, bound for Manitoba and the North-west, were very good specimens of their races, and the continental immigrants make an especially desirable class of settlers. Thrifty and hard-working, they are well adapted to roughing it on arrival, and after a few years' residence, they attain in almost every case an independence which they never could have expected in their native country.

The older provinces offer many advantages to people of moderate means seeking comfortable homesteads. In all of them, improved farms, with good buildings, convenient to markets, churches, schools, &c., can be purchased at a moderate price, offering great advantage to people having children of school age.

The demand for agricultural labourers and female domestic servants continued throughout the whole season very great, and far in excess of the supply. All of these classes are sure to find employment on arrival.

The whole respectfully submitted.

Your obedient servant,

P. DOYLE.

Dominion Government Immigration Agent.

The arrivals for the year, compared with those of the same period in 1900, were as follows :—

	1900.		1901		Increase.	Decrease.
	Cabin.	Steerage.	Cabin.	Steerage.		
England	1,100	26,611	1,618	31,876	5,283	
Ireland	31	327	31	424	97	
Scotland	46	981	47	1,043	63	
Russia		2,311				2,311
France	2	576		313		263
	4,179	30,806	1,696	33,136	5,423	2,576
		4,179		1,696	2,576	
Grand total		34,985		37,832	2,847	

Showing an increase of 2,847.

The total number of steamships arrived with passengers was 80 ; tonnage, 261,159.

The average passage of the Allan Line was : weekly steamers from Liverpool, 9½ days ; Londonderry, 8 days. Glasgow steamers from Glasgow, 12 days. Beaver Line weekly steamers from Liverpool, 11 days ; Londonderry, 9½ days ; Queenstown, 11 days. Dominion Line weekly steamers from Liverpool, 9½ days. Franco-Canadienne Line from Bordeaux, 16 days.

The number of Cabin and Steerage by each line was as follows :—

	Cabin.	Steerage.	Total.
Allan Line.			
Weekly steamers from Liverpool	2,405	11,562	13,967
Londonderry	24	375	399
Glasgow	47	1,047	1,094
	2,476	12,984	15,460
Dominion Line.			
Weekly steamers from Liverpool	1,164	3,083	4,247
Beaver Line.			
Weekly steamers from Liverpool	1,049	16,707	17,756
Londonderry	4	7	11
Queenstown	3	42	45
	1,056	16,756	17,812
Franco-Canadienne.			
Steamers from Bordeaux		313	313
Grand total	4,696	33,136	37,832

The Nationalities of the Passengers

	Returned Canadians.	Tourists.	Arabs.	Armenian.	Australian.	Austrian.	Belgian.	Bukowinian.	Chinese.	Croatian.	Dutch.	Egyptian.	Finnish.	French.	Galician.	German.	Greek.
Allan Line.																	
Weekly Liverpool	966	211	7	14		32	16	65	2	7	13	1	1583	73	511	124	6
" Londonderry	12	8															
" Glasgow	28	28									2						
	1006	247	7	14		32	16	65	2	7	15	1	1583	73	511	124	6
Dominion Line.																	
Weekly, Liverpool	160	18	7	26			3		1		2		312	108	114	77	7
	160	18	7	26			3		1		2		312	108	114	77	7
Beaver Line.																	
Weekly, Liverpool	891	96	22	72	3	119	38	47		45	26		363	114	394	214	54
" Londonderry	1															3	
" Queenstown	6																
	898	96	22	72	3	119	38	47		45	26		363	114	394	217	54
Franco-Canadienne Line.																	
Bordeaux				2													
				2													
	2064	361	36	114	3	151	57	112	3	52	43	1	2258	295	1019	418	67

brought out by each Line were as follows:—

Great Britain.																Scandinavian						
English.	Welsh.	Scotch.	Irish.	Hebrew.	Hungarian.	Italian.	Japanese.	Polish.	Portuguese.	Roumanian.	Russian.	Servian.	Spanish.	Swiss.	Syrian.	Danish.	Icelandic.	Swedish.	Norwegian.	Turkish.	United States Citizens.	Total.
5671	45	362	449	323	59	10	6	29		25	266			9	9	132	101	677	1654		509	13,967
14			362																		3	390
		893		7				2	4								110				29	1,094
5685	45	1255	811	330	59	10	6	31	4	25	266			9	9	132	211	677	1654		532	15,460
2087	10	18	26	171	4	44		2			48			41	4	31	3	499	115		311	4,249
2087	10	18	26	171	4	44		2			48			41	4	31	3	499	115		311	4,249
1330	14	28	139	8833	21	2374		61			331	23	14	4	73	76	751	567	249	2	426	17,754
1			3																		3	11
			39																			45
1331	14	28	181	8833	21	2374		61			331	23	14	4	73	76	751	567	249	2	429	17,810
						9									277					25		313
						9									277					25		313
9103	69	1301	1018	9334	84	2467	6	94	4	25	645	23	14	54	363	239	965	1683	2018	27	1272	37,832

The following tables give the number of male and female adults, and the sexes of children and infants of each nationality arrived in 1901.

	Adults.		Children.			
	Male.	Female.	Male.	Female.	Infants.	Total.
Returned Canadians	1,161	705	85	82	30	2,064
Tourists	208	136	4	10	3	361
Immigrants						
Arabs	22	6	3	5		36
Armenians	60	28	10	9	7	114
Australians	1	1	1			3
Austrian	119	16	10	6		151
Belgian	28	17	4	6	2	57
Bukowinian	12	25	23	17	5	112
Chinese	2	1				3
Croatian	52					52
Dutch	19	9	6	7	2	43
Egyptian	1					1
Finnish	1,296	641	135	132	54	2,258
French	195	78	9	12	1	295
Galician	327	247	178	176	91	1,019
Germans	193	106	56	42	21	418
Greek	57	5	3	2		67
Great Britain—English	4,429	2,908	867	764	135	9,103
" Welsh	23	29	6	10	1	69
" Scotch	785	340	95	66	15	1,301
" Irish	490	335	96	78	19	1,018
Hebrew	5,064	1,919	1,078	957	316	9,334
Hungarian	20	20	23	18	3	84
Italian	2,290	72	41	27	7	2,437
Japanese	4		2			6
Polish	35	26	16	11	6	94
Portuguese	4					4
Roumanian	10	5	6	3	1	25
Russian	200	166	124	107	48	645
Servian	6	8	4	4	1	23
Spanish	14					14
Swiss	26	17	6	4	1	54
Syrian	215	71	50	13	14	363
Scandinavian—Danish	126	61	24	20	8	239
" Icelanders	317	315	168	100	65	965
" Swedish	893	532	116	120	22	1,683
" Norwegian	1,112	582	149	119	56	2,018
Turkish	13	1	12	1		27
United States Citizens	650	487	60	58	8	1,272
Totals	20,518	9,915	3,470	2,987	942	37,832

The trades and callings of the male steerage passengers, as per passenger lists, were as follows :—

Agriculturists	2,116
General labourers	10,590
Mechanics	3,847
Clerks and traders	610
Miners	397
	17,530

SESSIONAL PAPER No. 25

TABLE showing the number of immigrants landed at Quebec, assisted to emigrate by various societies, during the year ending June 30, 1901.

By Whom Sent Out.	Adults.		Children.		Infants.		Total	Destinations.
	Male.	Female.	Male.	Female.	Male.	Female.		
Dr. Barnardo, London			316	296			612	Toronto, Peterboro and Russell, Man.
The Canadian Catholic Emigration Society, London, Rev. E. St. John, Secretary			89	33			122	Montreal and Ottawa
United British Women's Emigration Association, London, Hon. Mrs. Joyce	3	55	3		1		62	General.
Liverpool Catholic Children's Protection Society			21	22			43	Montreal
Home of Industry, Bethnal Green Road, London, Miss Macpherson			22	20			42	Stratford
Church of England Waifs and Strays Association, London			32	10			42	Sherbrooke and Niagara.
Bristol Emigration Society			29	2			31	St. John, N.B.
Kibble Farm School, Paisley, Scotland			3				3	"
Working Boys' Home of Great George Street, Liverpool			3				3	Lennoxville, P.Q.
Philanthropic Society Farm School, Redhill, Surrey			1				1	Wapella, N.W.T.
Children's Aid Society, 32 Charing Cross, London			1				1	Winnipeg.
Sheltering Home, Myrtle Street, Liverpool			1				1	Knowlton.
	3	55	521	383	1		963	

STATEMENT of the number of Immigrants arrived at the port of Quebec, distinguishing the countries from whence they sailed, up to June 30, 1900 and 1901.

	1900.	1901.
England—		
Liverpool	29,557	35,970
London	15	
Manchester	9	
Bristol	1,139	
Ireland—		
Londonderry	58	110
Queenstown		45
Scotland—		
Glasgow	1,027	1,091
France—		
Bordeaux	78	211
Russia—		
Batoum	2,311	
	34,985	37,832

STEERAGE PASSENGERS.

STATEMENT of Immigration Arrivals and Departures at Quebec Immigration Agency for the twelve months ending June 30, 1901.

Months.	Arrived via Ocean Travel.	Sexes.				Total Number of Souls.	Destinations.										Nationalities.															
		Adults.		Children.			Returned Canadians.	Tourists.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	United States.	Totals.	Returned Canadians.	Tourists.	Arabs.	Armenians.	Australians.	Austrians.	Belgians.	Bukowinians.	Chinese.	Croatian.	Dutch.	French.	Finnish.	Galician.	Germans.	Greek.
		Male.	Female.	Male.	Female.																											
1900																																
July	6,773	3,484	1,537	971	781	6,773	117	15	86	978	734	1,189	122	88		3,444	6,773	117	15	1	3	3	20	11	12			3	15	437	170	60	7
August	5,498	2,999	1,440	558	501	5,498	247	44	54	1,583	449	308	100	81	1	2,631	5,498	247	44		15		4	1	41	2			37	207	23	89	
Sept.	4,433	2,226	1,289	471	447	4,433	188	40	23	934	421	149	89	216		2,373	4,433	188	40	11	28		11	10	5				45	152	17	43	6
October	3,115	1,481	879	403	352	3,115	147		19	543	515	283	64	160		1,384	3,115	147		12	33			15	1			2	34	200	87	68	
Nov	1,311	630	363	171	147	1,311	40		1	319	70	178	19	23		661	1,311	40		1	18		11	3			7	2	13	79	15	16	1
Dec																																
1901																																
January																																
February																																
March																																
April	1,385	1,040	196	83	66	1,385	26	2	8	458	164	162	22	18		525	1,385	26	2		5		10	1				5	17	116		19	35
May	5,176	3,413	915	441	407	5,176	75	7	24	1,024	579	821	201	106		2,339	5,176	75	7	1	12		55	7	30		38	12	15	473	357	56	6
June	5,445	2,955	1,234	633	623	5,445	122	26	58	734	764	921	272	111		2,437	5,445	122	26	10			40	9	23		17	24		594	350	60	12
Totals	33,136	18,228	7,853	3,731	3,324	33,136	962	134	273	6,573	3,696	4,011	889	803	1	15,794	33,136	962	134	36	114	3	151	57	112	2	52	41	200	2,258	1,019	411	67

STEERAGE PASSENGERS—*Concluded.*

STATEMENT of Immigration Arrivals and Departures at Quebec Immigration Agency for the twelve months ending June 30, 1901.—*Con.*

| Months | NATIONALITIES.—*Con.* | | | | | | | | | | | | | | | | | | | | | | | | OCCUPATIONS | | | | | | | | | | | | | | | | | | |

STEERAGE PASSENGERS REMAINING IN CANADA.

STATEMENT of Arrivals and Departures at Quebec Agency for the twelve months ending June 30, 1901.

Months.	Arrived via Ocean Travel.	Sexes.				Total Number of Souls.	Destinations.										Nationalities.																
		Adults.		Children.			Returned Canadians.	Tourists.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Total.	Returned Canadians.	Tourists.	Arabs.	Armenians.	Australians.	Austrians.	Belgian.	Bukowinian.	Chinese.	Croatian.	Dutch.	Egyptian.	Finnish.	French.				
		Male.	Female.	Male.	Female.																												
1900.																																	
July	3,329	1,658	678	555	438	3,329	117	15	86	978	734	1,189	122	88	..	3,329	117	15	1	..	3	9	11	12	..	..	1	..	48	12				
August	2,867	1,685	672	282	228	2,867	247	44	54	1,583	449	308	100	81	1	2,867	247	44	..	13	..	4	1	41	2	7	..	..	23	34				
September	2,060	1,115	595	184	166	2,060	188	40	23	934	421	149	89	216	..	2,060	188	40	11	..	..	11	..	5	..	..	..	..	19	40				
October	1,731	799	444	273	215	1,731	147	..	19	543	515	283	64	160	..	1,731	147	..	11	..	..	..	..	1	..	..	..	..	23	34				
November	650	318	172	85	75	650	40	..	1	319	70	178	19	23	..	650	40	..	1	1	..	11	3	..	..	..	6	2	9	13				
December	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
1901.																																	
January	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
February	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
March	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..				
April	860	662	116	44	38	860	26	2	8	458	164	162	22	18	..	860	26	2	..	..	..	9	1	..	..	..	5	..	13	17				
May	2,837	1,865	993	258	221	2,837	75	7	24	1,024	579	821	201	106	..	2,837	75	7	1	5	..	54	7	30	..	38	1	52	12				
June	3,008	1,613	645	361	389	3,008	122	26	58	734	764	921	272	111	..	3,008	122	26	8	..	..	18	6	23	..	..	5	..	70	24				
Totals	17,342	9,715	3,815	2,042	1,770	17,342	962	134	273	6,573	3,696	4,011	889	803	1	17,342	962	134	33	19	3	116	29	112	2	51	13	1	257	186				

STEERAGE PASSENGERS REMAINING IN CANADA—*Continued.*

STATEMENT of Arrivals and Departures at Quebec Agency for the twelve months ending June 30, 1901—*Continued*

Months.	Nationalities.—*Con.*																							Occupations.								
				Great Britain.													Scandinavian.																
	Galician.	German.	Greek.	English.	Welsh.	Scotch.	Irish.	Hebrew.	Hungarian	Italian.	Japanese.	Polish.	Roumanian.	Russian.	Servian.	Spanish.	Swiss.	Syrian.	Danish.	Icelandic.	Swedish.	Norwegian.	Turkish.	U. S. Citizens.	Agriculturists.	General Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classified.	Totals.
1900																																
July	167	49	5	953		143	75	718	12	124		3	3	144					3	648	31	22			400	685	362	95	23	139	1,605	3,829
August	23	40		721	12	126	98	922	1	104				35	23		10	216	4	32	27	42	25		263	655	559	35	22	121	1,252	2,867
September	15	20	2	706		211	89	477	19	118		16	6					11	1	21	30	1			121	431	225	78	152	103	920	2,060
October	87	30		838		148	115	89	22	121				16					4	9	30	6			113	343	112	62	85	125	891	1,731
November	15	2	1	144		23	20	117	1	90	6			113			4	18	1		7	1			68	141	51	29	6	11	344	650
December																																
1901																																
January																																
February																																
March																																
April		11	7	350	1	3	44	7		298				51					4	1	3	7			38	493	81	15	9	29	194	860
May	357	32		862	12	126	182	51	24	742	9			83	12			7	10		35	39	2		288	1,278	130	57	27	138	901	2,837
June	350	25	9	929	17	341	160	96		320	4			133			6	28	3	191	41	50			416	821	197	69	20	113	1,372	3,008
Totals	1,014	209	24	5,503	42	1,121	783	2,477	79	1,887	6	32	9	575	23	12	29	280	30	895	205	171	27		1,647	4,847	1,741	440	342	798	7,329	17,342

P. DOYLE.

QUEBEC, June 30, 1901.

Dominion Government Immigration Agent.

STEERAGE PASSENGERS DESTINED

STATEMENT of Arrivals and Departures at Quebec Agency,

Months.	Arrived via Ocean Travel.	SEXES.				NATION																		
		Adults.		Children		Total Number of Souls.	Arabs.	Armenian.	Austrians.	Belgians.	Croatians.	Dutch.	French.	Finnish.	Galician.	Germans.	Greek.	Great Britain. English.	Welsh.	Scotch.	Irish.	Hebrew.
		Male.	Female.	Male.	Female.																			
1900.																								
July	3444	1826	859	416	343	3444		3	11			2	3	389	3	11	2	107	6	5	21	2096		
August	2631	1314	768	276	273	2631		2					3	184		49		141		6	8	1262		
September	2373	1111	694	287	281	2373		28		10			5	133	2	23	4	201		16	44	1264		
October	1384	682	435	130	137	1384	1	33		15		2		177		38		155		3	14	321		
November	661	312	191	86	72	661		17			1			70		14		45		4	5	267		
December																								
1901.																								
January																								
February																								
March																								
April	525	378	80	39	28	525		5	1					103		8	28	27			25	18		
May	2339	1548	422	183	186	2339		7	1			12	3	421		24	6	93	13	3	26	733		
June	2437	1342	589	272	234	2437	2		22	3		12		524		35	3	79	4	9	37	896		
	15794	8513	4038	1689	1554	15794	3	95	35	28	1	28	14	2001	5	202	42	848	23	16	180	6857		

FOR THE UNITED STATES.

for the twelve months ending June 30, 1901.

ALITIES.															OCCUPATIONS.						
									Scandinavians.												
Hungarian.	Italian.	Polish.	Roumanian.	Russian.	Spanish.	Syrian.	Swiss.	Portuguese.	Danish.	Icelandic.	Swedish.	Norwegian.	United States Citizens.	Totals.	Agriculturalists.	General labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classified	Totals.
.	79	7	16	32	2	.	26		14	53	193	289	74	3444	102	1221	478	22	3	229	1389	3444
	37	10	.	8		65	7		38	.	251	220	350	2631	101	691	457	53	12	140	1177	2631
5	25	8		8		4			19	7	208	151	208	2273	70	608	387	33	13	136	1126	2373
	60			22					25		176	150	192	1384	48	401	191	35	7	144	558	1384
	63	6				5			12		81	25	46	661	12	188	105	1	3	37	312	661

CABIN PASSENGERS REMAINING IN CANADA.

STATEMENT of Arrivals and Departures at Quebec Agency for the twelve months ending June 30, 1901.

Months.	Arrived via Ocean Travel.	Sexes. Adults. Males.	Sexes. Adults. Females.	Sexes. Children. Males.	Sexes. Children. Females.	Total Number of Souls.	Destinations. Returned Canadians.	Tourists.	Lower Provinces.	Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Yukon.	Total.	Nationalities. Returned Canadians.	Tourists.	Chinese.	Dutch.	French.	German.	Great Britain. English.	Great Britain. Welsh.	Great Britain. Scotch.	Great Britain. Irish.	Total.	Occupations. Agriculturists.	General Labourers.	Mechanics.	Clerks and Traders.	Female Servants.	Not classified.	Total.
1900.																																		
July	518	301	201	8	8	518	139	16	2	316	27	2	3	13		518	139	16			7		308		36	12	518						518	518
August	1,057	560	435	34	28	1,057	243	60	24	658	50	3	13	6		1,057	243	60			57		633	4	47	13	1,057						1,057	1,057
September	1,121	530	500	44	47	1,121	250	15	9	790	48		1	8		1,121	250	15	1		7		848				1,121						1,121	1,121
October	660	265	316	49	30	660	177	15	13	439	14	2		2		660	177	13			24	4	366		50	26	660						660	660
November	143	74	58	7	4	143	66	2		42	12	1	6	14		143	66	2		2			72		1		143						143	143
December																																		
1901.																																		
January																																		
February																																		
March																																		
April	100	47	38	10	5	100	33			49	1	9	2	6		100	33						67				100						100	100
May	283	150	113	14	6	283	85	22	3	152	7	6	4	4		283	85	22				3	173				283						283	283
June	421	191	203	12	15	421	109	99	8	186	2	8	4	5		421	109	99					209			4	421						421	421
	4,303	2,118	1,864	178	143	4,303	1,102	229	59	2,632	161	31	33	58		4,303	1,102	227	1	2	95	7	2,676	4	134	55	4,303						4,303	4,303

P. DOYLE,
Dominion Government Immigration Agent.

QUEBEC, June 30, 1901.

CABIN PASSENGERS FOR UNITED STATES.

STATEMENT of Arrivals and Departures at Quebec Agency, for the twelve months ending June 30, 1901.

Months.	Arrived via Ocean Travel	Sexes.					Nationalities.					Occupations.							
		Adults.		Children.		Total Number of Souls.	Great Britain.			United States Citizens.	Total.	Agriculturists.	General Labourers.	Mechanics.	Clerks and Traders.	Female Domestics.	Not classified.	Total.
		Males.	Females.	Males.	Females.		English.	Scotch.	Irish.									
1900.																		
July	49	23	18	5	3	49	14			35	49						49	49
August	209	87	114	1	4	209	34			175	209						209	209
September	82	38	41	2	1	82	19			63	82						82	82
October	34	17	13	2	2	34	6			28	34						34	34
November	16	6	10			16	3			13	16						16	16
December																		
1901.																		
January																		
February																		
March																		
April	1		1			1				1	1						1	1
May																		
June	2	1	1			2				2	2						2	2
	393	172	198	13	10	393	76			317	393						393	393

P. DOYLE,
Dominion Government Immigration Agent.

QUEBEC, June 30, 1901.

No. 4.

REPORT OF THE MONTREAL AGENT.

(John Hoolahan.)

Dominion Government Immigration Agency,
Montreal, June 30, 1901.

The Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to submit the report of this agency for the financial year ending June 30, 1901, and attached thereto statistical information covering this period.

Statement A shows the number of immigrant arrivals at Montreal, per ocean travel, via the United States ports of New York, Boston and Portland, their nationalities, occupations and destinations.

Statement B shows the number of immigrant arrivals at Montreal from the United States, their nationalities, occupations and destinations.

Statement C shows the number of juvenile immigrant arrivals at Montreal and their destinations, person in charge, and by whom sent.

Statement D shows the number of applications for help received at this agency.

Statement E gives the retail prices of food, fuel, &c., for the working classes in Montreal.

Statement F gives the retail prices of clothing, &c., for the working classes in Montreal.

Statement G gives the average rate of wages for mechanics, labourers and domestic servants.

The return at this agency of the number of immigrant arrivals at Montreal from the United States will be found in the statements A and B, with full particulars.

Those steerage passengers who arrive from Europe by the various steamships at the ports of Quebec, Halifax, N.S., and St. John, N.B., and who are compelled to disembark there are accounted for at these ports, being transferred to the different railways there.

The first and second-class passengers, who arrive from Europe, as a general rule during the season of the St. Lawrence river navigation, remain on board until the steamships reach Montreal and disembark here.

This agency has followed the system of checking immigrant arrivals and departures as usual. It is applied only to those immigrants that come from Europe via ports in the United States and bound for Canadian western points. Our officers go through the trains and take down name, sex, age, occupation, nationality, name of steamer travelled

on, and destination of the newly arrived immigrant. A monthly list of the names and other particulars thus obtained is prepared, and in due course forwarded to the department at Ottawa.

I also notify the Commissioner of Immigration at Winnipeg, and the department at Ottawa, by wire, of the number and nationality of the immigrants going forward, as well as the time of departure of trains bearing them from Montreal.

The total number of immigrant arrivals at Montreal, per ocean travel, via ports of New York, Boston and Portland, as per Statement A, during the financial year ending June 30, 1901, was	5,768
The total number of immigrant arrivals at Montreal from the United States, as per Statement B, during the financial year ending June 30, 1901, was	2,364
Grand total	8,132
The total number of immigrant arrivals at Montreal from United States, and per ocean travel via ports in United States, during the corresponding twelve months of the years 1899 and 1900, was	4,162
An increase of	3,970

During the twelve months referred to, I have issued to immigrants going to Manitoba, the North-west Territories and British Columbia, ninety-six certificates.

The plan of changing these certificates for immigrant tickets, as issued by the Canadian Pacific Railway officials, works more satisfactorily every year. The certificates enable intending settlers to convey their families to their final destination at a greatly reduced cost.

Large quantities of pamphlets and maps issued by the department have been distributed, not only among the immigrants for Canada, but to those going to the United States; and have also been mailed on application to prospective emigrants all over the world.

There has been a good local demand for unskilled labour. In the city and district of Montreal, general labourers have been in great request, owing more particularly to the works in progress in connection with the local harbour improvements, the shipping, the new railway constructions, the street railway repairs and extension, the building trade, &c., with an increase in the rate of wages as compared with last year, which is due to the remarkable condition of prosperity that prevails throughout the Dominion. Moreover, Montreal has become the distributing point where all large employers of labour seek to secure men. The result is, that every man able and willing to work can obtain it at once at fair wages during the open season.

The demand for agricultural labourers is constantly increasing, and any able-bodied male or female immigrant possessing a knowledge of farm work or even a desire to learn it, can always find employment. Single young men are eagerly sought for, and also a man and his wife who are accustomed to farm life, are in good demand.

There is a good demand for gardeners, provided they reach here in the spring.

Employment for grooms and coachmen continues good.

There is a constantly growing demand for competent female domestic servants. No female immigrant, possessing certificates as to competency and character, need have any fear of not finding a suitable position with remunerative wages in Montreal

and the district of Montreal. Such immigrants can find employment no matter at what season of the year they may arrive.

The demand for domestic servants has been increasing year by year. The large commercial and industrial establishments, stores and offices open a field for Canadian young women which in many cases they prefer to housework.

Montreal and district are at present fully supplied with all the mechanics, printers, book-keepers, clerks, &c., that are required.

I am pleased to be able to state that the immigrants arriving here during the fiscal year covered by this report, have been a suitable and desirable class for Canada. My statement is not only based on personal observation, but is corroborated by the leading officials of the different national and benevolent societies of the city of Montreal.

The large majority of the new arrivals were of the agricultural class and went forward to Manitoba, North-west Territories and British Columbia, the remainder being distributed throughout Ontario and Quebec.

The opinions of the officials of the various national and benevolent societies, are as follows:—

Mr. Frederick W. Richards, Acting Chairman of the Charitable Committee of the St. George's Society, being interviewed on the subject of immigration, said:

'The number of immigrants admitted into the St. George's Home during the twelve months ending June 30, 1901, was about the same as for the corresponding period of 1899 and 1900, and the expenditure on immigration account has been about a similar sum as for the said period of twelve months.

'The immigration was very satisfactory—the immigrants being a desirable class for Canada. The large majority were farm labourers, for whose services there was a good demand during the season. Most of them were bound for Manitoba and the North-west Territories. They stayed in the home for a day or two for rest and recuperation before resuming the journey for their respective destinations. Those remaining in this province found empolyment with farmers in the district of Montreal and the eastern townships. A few families stayed in the city, the head of the family having secured employment here. . . . .

'It is no doubt owing to the strict scrutiny of the Canadian emigration agents in England and Wales that Canada has been able to secure such a desirable class of immigrants. The excellent work of these agents is to be commended as they have carefully prevented undesirable persons from coming to Canada.'

Mr. James Wright, Chairman of the Charitable Committee of the St. Andrew's Society, said:

'The number of immigrants admitted into the St. Andrew's Home was not a large one, and the expenditure on immigration account was small. Those who came to the home received a cordial welcome and good treatment during their sojourn there. The immigrants were of a good class, and appeared to be healthy and self-reliant. They had some means and were well able to look after their own interests. Employment was secured for those who required it, and we paid the railway fares of others going to work on farms in the country districts.'

Mr. B. Campbell, Chairman of the Charitable Committee of the St. Patrick's Society, said:

'There was only a small amount of money spent to help the immigrants this year. We paid the railway fares of some going to work on farms in the vicinity of the city, and the board and lodging of a few persons whilst waiting for work. Employment was secured for others. As to the class of immigrants the society has had dealings with, I may say that they were undoubtedly a suitable class for Canada. They appar-

ently were healthy, robust, self-reliant and industrious people who declared their intention of making Canada their permanent home. The Canadian government emigration agents in Ireland have done admirable work in their selection of suitable immigrants for the Dominion.'

Mr. William Seale, Chairman of the Charitable Committee of the Irish Protestant Benevolent Society, said:

'The immigrants with whom the society has had dealings were a suitable class for Canada. They were mostly mechanics and clerks, seeking employment here, which was secured for them by the members of the committee. The majority of the immigrants had sufficient funds to pay for their maintenance until such time as they found employment. They were an industrious, self-reliant people, and would make a valuable addition to the population of the city of Montreal.

'I think Canada has received a better class of immigrant settlers from the British Isles during the past few years than was the case formerly.'

Mr. Alberto Dini, President of the Italian Benevolent Society, said:

'There were large numbers of Italian immigrant arrivals in Montreal during the early months of the current year, 1901. They were mostly workmen of the labouring class, being healthy and industrious. They came here too early in the year when outdoor work was scarce, consequently there was little or no demand for their services, but as the season advanced the demand for the men increased until finally the supply became exhausted. At the present time there are none of these immigrants unemployed.

'The local Italian Benevolent Society has done good work in the matter of looking after the interests and welfare of these people during the time of their involuntary idleness, providing board and lodging for them until they secured employment. Not one of them became a public charge.'

Mr. James Wilson, Superintendent of the Protestant House of Industry and Refuge, in answer to the questions put to him, replied as follows:—

'Our records for the twelve months ending June 30, 1901, show that there has not been one application made by an immigrant for admission to the house; therefore, there has been no money spent on account of immigration. This is good proof that pauper immigration is a thing of the past, and that the Dominion government emigration agents in the British Isles have been successful in debarring the pauper element from emigrating to Canada.'

Mr. Antoine Berardo, President of the Italian National Society, of Montreal, said:—

'The emigrant arrivals of the current year were a superior class of workmen. They were all able-bodied men, in the prime of life, able and willing to work. Employment has been secured for all of them. There are none without work at the present time, and they receive a fair wage. A paragraph was published in one of the city papers, stating there was a number of Italian families in the city in distress. This statement is not true. There are none of the Italian colony in want of the necessaries of life. As a rule they are a hard-working, economical, self-reliant people, who require no assistance from any one.'

He is thankful there is sufficient work for everybody able and willing to do it. The labour market is booming, and his compatriots have taken full advantage of the good times at present existing throughout the Dominion. All are perfectly contented with the present situation of affairs in this country.

Mr. A. Duboulay, Secretary of L'Union Nationale Française de Montréal, Société de Bienfaisance, Maison de Refuge, fondée le 20 octobre, 1886, said:—

'The number of French and Belgian immigrants admitted in the society's home, 42 Cadieux street, during the year ending June 30, 1901, was about the same as the preceding year, and the expenses for immigration work would also be about a similar amount as in the year ending June 30, 1900. The large majority of the immigrants went direct to their destinations in Manitoba and the North-west Territories, whilst others remained in Montreal, having secured employment in the city and vicinity. The immigrants were a desirable class for Canada, having sufficient means to pay their living and travelling expenses. They stayed at the home only a short time before going to their destinations.'

Mr. George Hassan, who has a Syrian boarding house at No. 1441 Notre Dame street, Montreal, 'Restaurant of Beyrout,' said: That the majority of the twenty-one Syrian immigrants, who arrived here last summer per the steamship *Louisiana*, went to his house, the rest to the homes of their fellow-countrymen in this city. They were a suitable class for this country, being young, strong and healthy. The men secured employment in Montreal as traders and labourers, and the women as domestic servants.

He adds: They are at the present time respectable citizens of Montreal, which they have selected as their permanent home.

In the course of the year a large number of French and English-speaking Canadians, who have been living in the United States, have returned to Canada to make it their permanent home. Many went to Manitoba and the North-west Territories, others to the Lake St. John district, and other parts of this province.

I have good reason to believe that, within the next twelve months, the number of repatriated French and English-speaking Canadians will reach many thousands.

The medical and general staffs of the various city hospitals, the Montreal General, Royal Victoria, Notre Dame, Hotel Dieu, and Western, have shown their usual spirit of kindness in the treatment of the immigrants committed to their care. In every instance where their services were required, the managements of the hospitals have always nobly and quickly responded.

During the course of the year the office of the agency at Montreal received official visits from Mr. James A. Smart, Deputy Minister of the Interior, and from yourself.

I have great pleasure to be able to state that during the whole year the general health of the immigrants arriving here has been exceptionally good. The cases in Montreal calling for medical treatment and hospital accommodation were very few, and were of a mild form of indisposition, and the patients were in due course discharged as cured.

There was not a solitary case of contagious disease among the new arrivals. The medical staff at the Grosse Isle station are to be congratulated upon the strict supervision of the immigrants, which led to such satisfactory results.

During the year much correspondence has been answered. The questions dealt with mostly referred to the value of farm lands in the different provinces, inquiries as to rate of wages, steamship and railway fares, &c. All inquiries were answered thoroughly, and every information given it was possible to give.

I would desire, through the department, to express appreciation of the kindness and attention that have been shown by the officials and employees of both the steamship and railway companies to the immigrants arriving here during the year. I have not heard a single complaint of ill-treatment from any one immigrant; but, on the con-

trary, every one with whom I have spoken on the subject, expressed themselves as well satisfied with their experience on board the steamships and on the railroads. I may add that the immigrants travelled both by sea and land without serious accident, mishap or detention.

Permit me, in conclusion, to tender my thanks to the officials of the department at headquarters for the many kind acts of courtesy rendered to me in the course of my official duties.

Your obedient servant,

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

STATEMENT A.—List of Arrivals and Departures at the Montreal Agency,

Months.	Souls.					Nation																							
	Adults.		Children.		Total Number of Souls.	Great Britain.																							
	Males.	Females.	Males.	Females.		Arab.	Austrian.	Belgian.	Bohemian.	Bokowinian.	Dutch.	Finnish.	French.	Galician.	German.	Greek.	English.	Irish.	Scotch.	Welsh.	Hebrew.	Hungarian.	Italian.	Polish.	Russian.
1900.																													
July. .	92	43	21	26	182		3						1	111	4		8	2			3	6	32	8	1
August...	50	30	16	16	112	1						1	3	57	4		4				1	3	17	1	18
September	50	29	19	14	112			1					2	41	7		3	3	1		3	33	1	4	12
October ..	72	50	35	31	188		5				1	3	1	83	30	3	1		1			18	22		14
November	61	45	32	29	167				5				12	48	11		1					13	28	3	43
December	84	47	22	21	174				2			16	6	23	10		37	2	15		8	3	11	5	21
1901.																													
January	92	27	6	7	132	2		1	2			7		6	2		57	4	5		5	11	12	2	3
February .	183	51	16	13	263			3				32	1	4	2		152	5	18	9	1	2	22	3	
March..	800	184	316	100	1400	6		27			5	48	10	18	42		988	56	36	14	3	62	9	11	14
April	657	193	127	85	1062		2	2		6		62	30	26	64	12	589	14	7	2	5	68	22	10	16
May.. .	340	174	73	120	707	11	7	5		3		18	25	193	24		235	1	11		1	43	44		10
June...	219	114	67	44	444	1		3		7		6	10	125	57	3	110	4	14	1	10	17	34		16
Total	2700	987	750	506	4943	21	17	42	9	16	6	193	101	735	257	18	2185	91	108	26	40	279	254	47	168

via ports in the United States, for the year ending June 30, 1901.

NATIVITIES									OCCUPATIONS											DESTINATIONS						
Scandinavian.																										
Danish	Icelandic	Norwegian	Scottish	Swedish	Swedish	Swiss	Welsh	Total	Farmer	Farm Labourer	General Labourer	Mechanic	Clerk and Trader	Miner	Female Servant	No Occupation	Total	Lower Provinces	Province of Quebec	Ontario	Manitoba	North-West Territories	British Columbia	Total
3	.							182	27	24	28	3	2	8	15	75	182		33	7	110	23	9	182
			2					112	20	14	14	2			12	50	112		18	3	56	29	6	112
			1					112	20	11	4	1	4	4	10	52	112			8	81	16	7	112
			3	2		1		188	27	16	23	2	2	2	18	98	188		13	3	102	54	16	188
			1			2		167	28	17	13	....	....	3	12	94	167		9	2	77	54	25	167
1			7				7	174	19	12	30	8	11	4	14	76	174		34	33	61	18	28	174
1			2	10				132	8	29	31	7	9	5	12	28	132	1	25	37	18	19	32	132
3		2	4					263	41	32	80	12	18	10	24	56	263	5	44	97	55	24	38	263
13		16	19	2			1	1100	171	111	248	122	83	32	77	325	1100	11	156	164	527	110	102	1100
5	16	25	79					1062	119	173	289	30	25	21	87	318	1062	3	200	343	289	125	92	1062
2		16	43				1	707	89	38	149	13	14	17	87	280	707	3	171	133	206	133	61	707
3			21		2			444	59	55	77	8	15	5	17	178	444	2	108	10	197	55	42	444
38	16	59	182	14	2	4	15	4943	637	575	986	208	183	111	415	1828	4943	25	811	1170	1589	630	458	4943

JOHN HOOLAHAN.
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY.
MONTREAL, June 30, 1901.

STATEMENT B. Immigrant Arrivals and Departures at the Montreal Agency from the United States, for the year ending June 30, 1901.

Months	Sexes: Adults. Males.	Adults. Females.	Children. Males.	Children. Females.	Total number of Souls.	Nationalities: Returned Canadians.	Arab.	Armenian.	Belgian.	Finnish.	German.	Greek.	Great Brit'n. English.	Great Brit'n. Irish.	Great Brit'n. Scotch.	Hebrew.	Hungarian.	Italian.	Polish.	Scandinavians. Danish.	Scandinavians. Norwegian.	Scandinavians. Swedish.	Scandinavians. Icelandic.	Scriau.	United States Citizens.	Total.	Occupations: Farmers.	Farm labourers.	General labourers.	Mechanics.	Clerks and Traders.	Miners.	Female servants.	Not classified.	Total.	Destinations: Province of Quebec.	Ontario.	Manitoba.	North-west Territories.	British Columbia.	Returned Canadians.	Total.
1900.																																									
July	118	41	32	27	218	130	7			14	1					8		41	3			11				218	2		57	2	1	4	6	146	218	54	21		4	9	130	218
August	113	46	27	20	206	104	10			15			4	2		1		47				2	19			206	3	4	49	1		7	9	133	206	25	49	1	25	2	104	206
September	94	41	28	23	186	125				7	2		3			10		30				5				186	1		37	3	3	1	3	138	186	20	36	1	2	2	125	186
October	79	33	28	21	161	102	5			12	1		4			8		23	1	2		1			4	161			31	5	2	5	6	112	161	29	27			3	102	161
November	64	34	27	27	152	103	5			7			5	1	3	9		12				2			5	152	3		15	3	1	5	5	120	152	23	20		6		103	152
December	87	38	24	19	168	121				10				1		2		24	2			2		6		168			34		2	2	5	125	168	35	12				121	168
1901.																																									
January	45	13	17	10	85	67				3						4		6	1			2		2		85			11	2		1		71	85	8	8				67	85
February	54	18	14	10	96	63				8			1			10	5	3	1			1			5	96	1	1	8	5		5	3	73	96	1	19	9	1	3	63	96
March	89	25	22	17	153	89				15	3		2			3	3	18						3	17	153	11	1	21	2	1	2		115	153	32	6	2	31	3	89	153
April	211	81	55	54	398	331				19		1	9					6	3		1	9		7	12	398	16	1	23	3		6	6	343	398	17	32	5	19	4	331	398
May	131	55	35	31	252	193	2			16	2		8	2		4		12			1	4	1	7		252	2		25	3	1	11		210	252	20	26	3	6	4	193	252
June	159	58	45	27	289	184	6	2	6	6		3	2	3	5			45	5	4	2	2			14	289	10	3	47	9	5	6	5	204	289	61	22	4	18		184	289
Total	1,244	483	354	283	2,364	1,612	8	2	6	132	12	4	38	9	8	59	8	267	15	6	6	58	1	25	61	2,364	49	10	358	38	16	55	18	1,790	2,364	315	268	25	112	32	1,612	2,364

DOMINION GOVERNMENT IMMIGRATION AGENCY,

MONTREAL, June 30, 1901.

JOHN HOOLAHAN,

Dominion Government Immigration Agent.

STATEMENT C.—Showing the number of Children received at the Montreal Agency, whom in charge of and destination, for the year ending June 30, 1901.

Date.	Name of Person in Charge.	Number of Children.	Destination.	By whom Sent.
1900.				
July 7	Mrs. Forster.	35	St. John, N.B.	Mrs. Forster.
" 28	A. B. Owen.	120	Peterboro', Ont.	Dr. Barnardo.
" 28	"	104	Toronto, Ont.	"
" 29	D. White.	52	Winnipeg, Man.	"
" 29	E. A. Struthers.	16	Russell, Man.	"
" 29	"	19	Ontario.	"
" 29	Miss Urquhart.	30	Ottawa, Ont.	Canadian Catholic Emigration Com.
" 29	"	14	Montreal, Que.	"
Aug. 13	Miss Galloway.	10	Niagara-on-the-Lake, O.	Church of England Waifs and Strays S'y
Oct. 7	A. B. Owen.	83	Peterboro', Ont.	Dr. Barnardo.
" 7	"	101	Toronto, Ont.	"
" 14	D. White.	27	Winnipeg, Man.	"
" 14	"	15	Russell, Man.	"
" 14	"	10	Ontario.	"
" 15	Miss Rawling.	22	Ottawa, Ont.	Canadian Catholic Emigration Com.
" 15	"	2	Montreal, Que.	"
1901.				
Mar. 19	Mr. Drummond.	63	Knowlton, Que.	Mrs. Birt.
" 31	A. B. Owen.	193	Toronto, Ont.	Dr. Barnardo.
" 31	"	6	Peterboro', Ont.	"
" 31	D. White.	60	Russell, Man.	"
" 31	Mrs. Bailey.	18	Niagara-on-the-Lake, O.	Church of England Waifs and Strays S'y
April 8	E. Curnock.	38	Hamilton, Ont.	Dr. Stephenson.
" 23	Rev. Wallace.	30	Belleville, Ont.	Rev. Wallace.
May 11	Mr. Th. Parker.	37	Ottawa, Ont.	Canadian Catholic Emigration Com.
" 13	Miss Smithers.	19	Belleville, Ont.	Rev. Wallace.
" 20	Mr. Merry.	47	Stratford, Ont.	Miss McPherson.
" 27	Mrs. Birt.	75	Knowlton, Que.	Mrs. Birt.
June 10	Mr. Th. Parker.	25	Ottawa, Ont.	Canadian Catholic Emigration Com.
" 15	A. B. Owen.	102	Peterboro', Ont.	Dr. Barnardo.
" 15	"	1	Toronto, Ont.	"
" 15	Miss Yates.	13	Montreal, Que.	Canadian Catholic Protective Society.
	Total	1,428		

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1901.

STATEMENT D.—List of Immigrants Wanted at the Montreal Agency, for the year ending June 30, 1901.

Class of Labour.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.	Remarks.
Bakers											2	1	3	Local supply sufficient.
Blacksmiths							1		1	2	1	1	6	" "
Carpenters	2	4	5	4	7	4	7	5	7	10	9	8	72	" "
Clerks														No demand.
Express drivers											2		2	"
Female general servants	17	19	17	20	24	20	18	16	19	23	27	22	242	Good demand.
" cooks	7	6	7	9	10	7	5	7	8	10	12	9	97	"
" housemaids	8	7	5	7	5	4	8	9	11	9	8	5	86	"
" laundresses	2	1	2	3	2	3	2	3	1	3	5	3	33	"
" waitresses											5		5	Fair demand.
Farm hands	30	25	19	15	12	8	7	8	15	30	38	35	242	Good demand.
Gardeners	1	2	3							3	3	6	18	Fair demand (in season).
General labourers	75	60	45	30	20	10	9	12	25	40	80	160	566	Good demand.
Grooms and coachmen	1	2									2	2	7	Local supply sufficient.
Miners	5	3	2	3	4						12	50	79	Good demand (Western Ontario).
Tailors											2	4	6	Local supply sufficient.
Plumbers	2	1										3		" "
Waiters	3	2	1								2	5	13	" "
Boys—messenger		2											2	"
" bell	2		2	3	2	3	2	3	4	2	5	4	32	Fair demand.
" care of horses	3	5	5	7	5	4	5	7	9	7	8	5	70	

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1901.

STATEMENT E.—List of retail prices of ordinary articles of food required by the working classes of Montreal for 1901.

Provisions	Prices from	Prices to	Provisions	Prices from	Prices to
	$ cts.	$ cts.		$ cts.	$ cts.
Bacon, per lb....	0 15	0 20	Mustard, per lb....	0 25	0 40
Beef "	0 5	0 15	Mutton, per lb....	0 10	0 15
Beer, per quart....	0 10	..	Oatmeal, per 100 lbs....	2 00	2 50
Bread, best white, 4 lbs. loaf....	0 16	..	Pepper, per lb....	0 20	0 40
" brown, 6 lbs. loaf..	0 16	..	Pork, per lb....	0 12	0 15
Butter, salt, per lb....	0 18	0 25	Potatoes, per bushel..	0 30	0 60
" fresh, per lb....	0 22	0 30	Rice, per lb....	0 4	0 6
Cheese, per lb..	0 12	0 15	Salt, per lb..	0 1	..
Coffee, per lb....	0 20	0 40	Sugar, white, per lb..	0 4½	0 5
Cornmeal, per 100 lbs....	2 00	2 50	" brown, per lb.	0 3½	0 4
Eggs, per doz..	0 12	0 30	Tea, black, per lb....	0 15	0 50
Fish, dry or green cod, per cwt.	3 00	4 50	" green, per lb..	0 15	0 50
Flour, 1st quality, per brl....	5 00	5 50	Veal, per lb....	0 10	0 15
" 2nd quality, per brl....	4 00	5 00	Candles, per lb....	0 12	0 20
" buckwheat, per 100 lbs..	2 00	2 50	Coal, per ton....	5 75	6 00
Ham, shoulder, per lb...	0 9	0 11	Coal oil, per gal....	0 20	0 30
" per lb....	0 13	0 15	Firewood, per cord..	4 00	7 00
Herrings, per brl..	5 00	6 00	Soap, yellow, per lb..	0 5	0 7
Milk, per quart....	0 5	0 8	Tobacco, per lb....	0 15	1 00

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1901.

STATEMENT F.—List of retail prices of ordinary articles of raiment required by the working classes of Montreal for 1901.

Clothing, &c.	Prices from	Prices to
	$ cts	$ cts.
Coats, under, tweed	4 00	6 00
" over, tweed	8 00	15 00
Trousers, tweed	2 00	5 00
Vests, tweed	1 00	2 00
Shirts, flannel	0 50	1 00
" cotton	0 50	1 00
" under, wove	0 40	0 75
Drawers, woollen, wove	0 40	0 75
Hats, felt	1 00	2 50
Socks, worsted	0 15	0 40
" cotton	0 10	0 25
Blankets	2 00	5 00
Rugs	0 75	2 50
Flannel, per yard	0 20	0 40
Cotton, shirting, per yard	0 8	0 12
Sheeting, per yard	0 8	0 15
Canadian cloth, per yard	0 40	0 75
Shoes, men's	1 50	2 50
" women's	1 00	2 00
Boots, men's	2 00	3 50
" women's	1 50	2 50
India rubber over shoes, men's	0 60	1 00
" " women's	0 50	1 00

JOHN HOOLAHAN.
Dominion Government Immigration Agent.

DOMINION GOVERNMENT IMMIGRATION AGENCY,
MONTREAL, June 30, 1901.

Statement G.—Average rate of wages at Montreal, 1901.

Employment.	Wages from	Wages to	Remarks
	$ cts.	$ cts.	
Farm labourers, per month and board	10 00	20 00	
Females, farm servants, per month and board	6 00	12 00	The average cost of board and lodging for workingmen is from $3 to $4 per week.
" cooks, per month and board	10 00	20 00	
" domestics, per month and board	8 00	15 00	
Gardeners, per month and board	12 00	20 00	
Lumbermen, per month and board	18 00	30 00	
Bricklayers, per day	2 50	3 50	
Carpenters, per day	2 00	2 50	
Electricians, per day	2 00	2 50	The rent of workingmen's dwelling (three to four rooms) is from $6 to $9 per month. In the suburbs cheaper rent can be had.
Engine drivers, stationary	2 00	2 50	
General labourers, per day	1 25	1 75	
Laundresses, per day	0 75	1 00	
Masons, per day	2 00	3 00	
Mechanics, per day	2 00	2 50	
Mill hands, per day	1 25	1 75	
Miners, per day	1 50	2 00	
Saddlers, per day	1 50	2 00	
Shipwrights, per day	2 00	2 50	
Shoemakers, per day	1 50	2 50	
Smiths, per day	1 50	2 00	
Tailors, per day	1 50	2 50	
Plumbers, per day	1 50	2 50	
Wheelwrights, per day	2 00	2 50	

JOHN HOOLAHAN,
Dominion Government Immigration Agent.

Dominion Government Immigration Agency,
Montreal, June 30, 1901.

REPORT OF THE ANDREWS HOME, MONTREAL.

(Appended to Agent Hoolahan's Report.)

THE ANDREWS HOME,
46 BELMONT PARK, MONTREAL, July 14, 1901.

The Dominion Immigration Agent,
Montreal.

SIR,—In accordance with a circular received from your department I have much pleasure in handing you the annual report of immigration work at the Andrews Home. Although there has been an increase in foreign immigration there has been a decrease in English immigration with which we are more immediately connected. However, we consider that a good and helpful work has been done. We would take this opportunity of acknowledging the cheerful assistance rendered us at all times by yourself and assistants. Statistics for the year:—

Visits individual to the office	1,230
Total visits to the office	2,040
Newly arrived men and lads	625
English letters received	136
English letters written	142
Canadian letters written	449
Canadian letters received	441
Letters received for immigrants	628
Lads under 20	184
Situations obtained	324
Moneys received for tickets and in trust	$3,044 90
Moneys expended and refunded	2,850 49

WOMEN'S BRANCH.

Visits to matron's office	1,420
Applications for girls	535
Girls applying for situations	102
Situations obtained for girls	83
Newly arrived women	99
Newly arrived female children	70
Women passed through the home	493
Total number of visits to both offices	2,928
Total number of situations obtained	412
Total number of newly arrived	794

This institution was founded primarily by His Grace the Archbishop of Montreal for the benefit of Church of England immigrants, but all are welcome who claim our assistance.

Yours faithfully,

J. FREDERICK RENAUD,
Secretary.

REPORT OF THE WOMEN'S NATIONAL IMMIGRATION SOCIETY.

(Appended to Agent Hoolahan's Report.)

87 Osborne Street, Montreal, July 10, 1901.

The Dominion Immigration Agent,
Montreal.

Sir,—I beg to forward to you the report of the above society, since July 1, 1900, to June 30, 1901.

Two hundred and fifty-one immigrants have been registered during the year as follows :—

English	153	Church of England	140
Irish	47	Roman Catholics	35
Scotch	25	Presbyterians	30
Swedes	10	Lutherans	16
Canadians returned	6	Church of Ireland	13
Welsh	2	Congregationalists	9
Norwegians	2	Baptists	5
Finlanders	1	Unitarians	1
Icelanders	2	Methodists	1
Germans	2	Wesleyans	1
Danes	1		
	251		251

One hundred and thirty-six came out from the United British Women's Association.

Forty-three remained in Montreal.

Ninety-three went to Ontario and the north-west provinces.

I am glad to call to your notice an increase of about 50 female immigrants, as compared with the years 1899 and 1900.

The society have organized a scheme for still further increasing the number of English young women for domestic service.

Twenty-four Irish servant girls arrived last week from Mr. Doyle, the government agent in Dublin, who obtained excellent references of character from their former employers. Their passage money is guaranteed to the steamship company by this society, who will collect the same in monthly instalments from their wages. They are bound to remain in Montreal until the money is refunded. These will be included in the numbers for the current year. If the society find this arrangement satisfactory, they hope to carry it out on a larger scale in the future, and they earnestly hope the Dominion government will show their appreciation of the effort by increasing the amount of the annual grant next year, if possible.

Your obedient servant,

MARY GILLESPIE,
President W.N.I. Society.

No. 5.

REPORT OF G. BOGUE SMART, INSPECTOR OF BRITISH IMMIGRANT CHILDREN AND RECEIVING HOMES.

DEPARTMENT OF THE INTERIOR.
OTTAWA, June 30, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit my second annual report as Inspector of British Immigrant Children and Receiving Homes in Canada.

I am pleased to be able to report that during the past year this important branch of immigration has been very satisfactorily promoted. The opinion expressed in my former report, that the duties of my office would materially increase each year, owing to the great demand for British immigrant children, has been fully borne out.

My report will refer more especially to such facts, in connection with this branch of immigration work, as are of general public interest.

Acting under departmental instructions, Mr. C. W. Speers, general colonization agent, reported upon the children placed throughout the province of Manitoba and the North-west Territories. Mr. Speers' reports were carefully prepared, and, on the whole, indicated that the children had been placed in very satisfactory homes, and were making good progress.

Included herein will be found condensed reports on the various receiving and distributing homes personally inspected by me in the course of the year. In this connection, I may say that the superintendence of the homes and the interests of the societies have been placed in very capable hands, and that, without exception, these institutions are satisfactorily conducted, and the best interests of the children are carefully guarded.

The work of the various societies during the past year has been undiminished, and in nearly every case their annual immigration parties have shown an increase in numbers.

The following statement will show the number of British immigrant children emigrated to Canada during the past five years by the principal societies, &c. :—

Year.	Private Societies.	Boards of Guardians.	Total.
1895....	1,603	227	1,830
1896....	1,719	201	1,920
1897....	1,549	99	1,648
1898....	1,101	74	1,175
1899....	1,144	145	1,289
1900....	1,393	185	1,578

It will be observed that there was a falling off in the numbers subsequent to the year 1897. This was attributable, in a large measure, to Mr. Quarrier's discontinuance of his work in Canada, which occurred about the year 1898. There has, however, been a noticeable increase during 1900 and the first half of the present year.

I regret that there are no data available to enable me to furnish an accurate statement showing the total number of children emigrated from Great Britain by the

different societies since the inauguration of the work some thirty odd years ago. My researches in this regard, however, justify me in placing the number in the neighbourhood of forty thousand.

I find that a large percentage of the children carry on a regular correspondence with their friends in the old country, and in some instances I have been advised that the success of the children has induced their friends to follow them to this country, where they have settled permanently.

The unprecedented demand for immigrant children, which I noted in my former report, still continues, and this condition of things must be accepted as a proof of the general satisfaction which the children have given their employers or foster parents.

The following statement will show the number of children emigrated to Canada during the past fiscal year by some of the principal societies, and the number of applications received for children :—

Society or Agency	Children Immigrated	Applications Received For Children
Bristol Emigration Society, St. John, N. B.	38	96
Girls' Home of Welcome, Winnipeg	4	8
Shaftesbury Home, Winnipeg	2	5
*Canadian Catholic Emigration Society, Ottawa	132	
Dr. T. Bowman Stephenson, Hamilton	38	349
Miss McPherson, Stratford	45	579
Church of England Incorporated Society for Providing Homes for Waifs and Strays, Sherbrooke and Niagara-on-the-Lake	85	423
Mr. Fegan's Home, Toronto. (Annual emigration party had not arrived		200
Rev. Robert Wallace, 'Marchmont,' Belleville	71	1,342
Mrs. Birt, Knowlton,.	137	950
Mr. Middlemore, Halifax	99	200
Dr. Barnardos Homes, Toronto, Peterborough, Winnipeg and Russell, Manitoba	889	4,415

The aim of those engaged in this branch of emigration work, which is purely philanthropic, is to give each child a start in life under conditions more favourable than could be obtained for such children in the thickly populated districts of Great Britain.

The friends and promoters of the various homes prefer that the children should be placed in country districts with farmers, that they may obtain a knowledge of agriculture, with a view to their ultimately becoming farmers ; consequently, very few are found in other than farming districts. However, the demand for domestic servants has been so great during the past year that a comparatively small number of girls, of fifteen years and upwards, have been placed in towns and cities.

Statement showing the location, by province and county, of the children reported upon during the year ended June 30, 1901 :—

*No record of applications kept

ONTARIO.

Placed by Dr. Barnardo.

	Boys.	Girls.	Total.
County of Carleton	3	2	5
" Dufferin	4	2	6
" Durham	—	4	4
" Elgin	5	—	5
" Grey	11	1	12
" Halton	1	—	1
" Huron	1	1	2
" Brant	1	—	1
" Bruce	7	2	9
" Lincoln	1	—	1
" Lanark	1	2	3
" Lambton	7	1	8
" Middlesex	15	2	17
" Muskoka	4	5	9
" Oxford	2	—	2
" Peel	2	—	2
" Peterborough	1	1	2
" Russell	1	—	1
" Wellington	4	1	5
" Simcoe	3	2	5
City of Toronto	1	—	1
Total			91

Placed by Canadian Catholic Emigration Society.

	Boys.	Girls.	Total.
County of Brant	2	—	2
" Carleton	15	—	15
" Grey	3	—	3
" Lanark	2	—	2
" Renfrew	1	—	1
" Russell	2	—	2
" Wellington	6	1	7
" Welland	—	1	1
District of Nipissing	—	1	1
City of Ottawa	1	—	1
" Toronto	—	1	1
Total			36

Placed by Rev. Mr. Wallace.

	Boys.	Girls.	Total.
County of Hastings	2	—	2
" Leeds	2	—	2
" Lanark	1	—	1
" Oxford	1	—	1
" Dundas	—	1	1
City of Toronto	2	—	2
Total			9

SESSIONAL PAPER No. 25

Placed by the Church of England Waifs and Strays Society.

	Boys.	Girls.	Total.
County of Lincoln	—	2	2
" Kent	—	1	1
" Bruce	—	1	1
" Brant	—	1	1
" Middlesex	—	1	1
City of St. Catharines	—	2	2
Total			11

QUEBEC.

Placed by the Canadian Catholic Emigration Society.

	Boys.	Girls.	Total.
City of Montreal	2	5	7
County of Ottawa	11	—	11
" Huntingdon	2	—	2
" Pontiac	1	—	1
" Chateauguay	1	—	1
" Jacques Cartier	4	—	4
" Laprairie and Napierville	11	—	11
" Beauharnois	4	—	4
" Stanstead	1	—	1
Total			42

Placed by the Church of England Waifs and Strays Society.

	Boys.	Girls.	Total.
County of Stanstead	1	—	1
" Sherbrooke	9	—	9
" Richmond	2	—	2
" Magog	—	1	1
Total			13

MANITOBA AND NORTH-WEST TERRITORIES.

Placed by Rev. Mr. Wallace.

	Boys.	Girls.	Total.
Indian Head	2	—	2
Total			2

Placed by Dr. Barnardo's agents.

	Boys.	Girls.	Total.
Austin	1	—	1
Glenella	1	—	1
Stony Beach	1	—	1
Total			3

Placed by Hon. Mrs. Joyce.

	Boys.	Girls.	Total.
Brandon	—	2	2
Newdale	1	—	1
Wolseley	-	1	1
Total			4

NEW BRUNSWICK.

Placed by the Bristol Emigration Society.

	Boys.	Girls.	Total.
County of King's	20	—	20
" Westmoreland	5	—	5
" Charlotte	2	2	4
" Queen's	5	3	8
" York	1	—	1
" St. John	7	—	7
Total			45

I am glad to be able to report that good judgment appears to have been exercised in the selection of homes and situations for these children. Applicants are required to furnish the agency with a reference as to their character and general standing in their respective communities, before a child is entrusted to their care. As a result of this precaution on the part of the agencies, I can say that, with comparatively few exceptions, the children receive proper treatment at the hands of their employers. The future prosperity of the child has been found to depend largely upon the character and suitability of the first home in which the boy or girl is placed. I have been pleased to learn from the various agencies that there have been very few cases in which children have had to be removed from their first homes and replaced.

The regulations of the different societies vary but little and may be briefly stated to be as follows : The prospective employer undertakes to properly clothe the child and to provide schooling for, at least, four months during the year, until the child reaches a stated age. Their religious education is likewise provided for, and their attendance at church and Sunday school is stipulated in the agreement which is entered into between the agents of the homes and the employer.

Many of the children are treated as members of their employer's family and participate in the comforts enjoyed by them.

Very few complaints have reached me from employers concerning the general character and behaviour of the children, and these have been of a trivial nature. In justice to the agents of the societies represented in Canada, I wish to say that in no instance have I found them to act as apologists for the children, but they are anxious to investigate and satisfy any complaints that may reach them concerning the behaviour of any of the children. It is occasionally necessary for some of the societies to return to England those of the children who have proved to be unsuitable, either physically or mentally.

In the course of my inspections during the last year I have found the children to be, on the whole, sufficiently healthy and robust in appearance to warrant me in saying that I believe them to be a desirable class of immigrants for the country districts, and that, provided the same standard of health and morals is maintained, their immigration in still greater numbers should be encouraged by the government.

It is understood that the children receive a careful primary education in Great Britain prior to emigration, and I am able to say that on the closest investigation, I have never yet found a case of illiteracy amongst them.

There is no doubt that in the minds of the English philanthropists, Canada is regarded as a most desirable colony for the settlement of their poor and dependent children. At the annual meeting of the friends of Mrs. Birt (a report of which I have before me), Mr. Archibald Williamson, in the course of his address, is reported to have said:—'It is no depreciation of the strength of our country when we take children from Liverpool and place them in Canada, as it is part of the Empire, and I am told by Mrs. Birt that some of the boys have manfully come forward and joined the Canadian contingent which has been doing such good service in South Africa, and part of which we have been welcoming to Liverpool to-day with that enthusiasm that possesses our hearts. In the closing part of the century there is no doubt this nation has realized to a greater extent than ever before its duty towards destitute children. It is one of the high duties of citizenship and patriotism to look after the children.'

During the year 1899 a number of children were sent to Canada from Edmonton, near London, and in order to ascertain their progress in their new homes the Reverend David Fotheringham, Chairman of the Edmonton Board of Guardians, visited the Dominion and spent some time among them. The local government journal of the issue of the 10th of November, published a report on his observations, in part, as follows:—'Altogether from what I saw and what I heard, I am of the opinion that the guardians could not do better for the children who desire to emigrate than to send them to Canada. They might rest assured that their future home would be respectable, and that they would be trained in the habits of industry and instructed in religion, and if there is not before them a prospect of great riches, they would, at least, be certain of their gaining a comfortable livelihood by honest labour. I shall be glad if this somewhat lengthy report has the same effect on the Board of Guardians as my visit had on my own mind regarding Canada as a desirable country to which our children should be sent.'

In a recent letter received from Mr. Fotheringham, he states that he was delighted to see the good homes in which the children were placed in Canada.

In consequence of the arrangement entered into with the British government, to which particular reference was made in my previous report, recurrent inspections have been provided for 348 children, and to defray the cost of such reinspections the British government has deposited with this department the sum of $5,843.66.

PROTESTANT ORPHAN ASYLUM, MONTREAL.

The work of this institution is confined exclusively to the care and training of orphan children resident in the province of Quebec.

GIRLS' INDUSTRIAL HOME, TORONTO.

This is a branch of the Young Women's Christian Association, and its purpose is to provide a suitable home for girls who come from different parts of the province of Ontario to obtain situations in the city.

CHURCH OF ENGLAND WAIFS' AND STRAYS' SOCIETY, 'GIBB HOME,' SHERBROOKE, QUEBEC.

This home, which is located in the midst of large grounds overlooking the St. Francis river, has recently been renovated throughout and presents a very neat appear-

ance. The accommodation provided for the children is quite satisfactory, the dormitories being large and well ventilated and kept in good order. I found three boys here at the date of my visit; one of the older boys is permanently employed about the premises; the other is recuperating, having met with an accident in a saw-mill, where he was employed; the third, a very young boy, will remain in the matron's charge for some time before being placed. No difficulty is found in providing situations and homes for the boys, in fact, the demand far exceeds the supply. The general work of the home is relegated to a committee of citizens of Sherbrooke. At the date of my visit the annual party of boys had not reached Canada, but it was expected that they would arrive during the month of June. The general health of those placed is said to have been remarkably good. For the most part situations and homes are provided in the eastern townships. Persons engaging boys are required, in addition to providing a testimonial as to their character, to execute an agreement with the matron, which provides, briefly, as follows:—The employer is required to pay the expenses of the child from and to the home, if returned; to keep an accurate account of all wages spent in clothing; to report yearly to the home the progress made by the child on a form supplied for that purpose. The indenture also provides for regular church and Sunday school attendance, and when it is necessary for the child to be returned to the home, notice must be sent two weeks in advance; the matron of the home having the right, at any time, to withdraw the child, should she see fit, on the employer failing to fulfil any of the above conditions.

'OUR WESTERN HOME,' NIAGARA-ON-THE-LAKE, ONTARIO.

To Miss Rye belongs the distinction of having been the first to engage in the work of juvenile emigration to Canada from Great Britain. The records of the government indicate that her first party of girls arrived at Quebec during the year 1868. As a result of her labours parties of children have annually been sent to Canada. It was pointed out by her to friends in England that if children were removed from the dangers which exist in the over-crowded centres and thickly populated districts in England, and placed in good environments, many an otherwise wasted life would be saved. Much interest appears to have been awakened as a result of her appeals, and the handsome sum of five thousand pounds was subscribed to aid her in her commendable work. A distributing home was then established in Canada, and Niagara-on-the-Lake was selected as a suitable point; the celebrated English historian, Froude, being one of the first trustees. The building selected is well adapted for the work, and may be said to be one of the most interesting structures, from an historical point of view, at the present date remaining in Ontario. It is mentioned in Dent's History of the Rebellion of Upper Canada, as having been the scene of an extraordinary trial, in the earlier years of the century, 1817-18, arising out of those stirring times which marked the early history of Ontario. The house was originally the district court-house; the wide stairway, the position of the judges' and jurors' seats, the prisoner's box and condemned cell, may still be seen as they were in the early days. I have been unable to obtain the exact figures showing the number of children brought to Canada during the past thirty or more years by Miss Rye, but from the information available, I can safely place the number at between four and five thousand. A few years ago Miss Rye relaxed her former activity in the work, and the home at Niagara passed into the hands of 'The Church of England Incorporated Society for Providing Homes for Waifs and Strays,' and is known as 'Our Western Home.' During the past year twenty-nine girls arrived in Canada—a slight decrease from the numbers of 1899. Applications have been very much in excess of the number of children emigrated. Only one girl, fourteen years of age, was returned to England during the year as unsuitable. The general state of health has been very satisfactory, apart from a few cases of scarlet fever. Two deaths

were reported among their number from hemorrhage and consumption, respectively. The children are visited in their homes once each year by a lady connected with the society. At the date of my visit there were twenty-eight girls, in all, at the home, twenty-two of whom were for adoption, and ten years was the average age. There were also six older girls at the cottage. These girls were changing their places and were waiting to go to new ones. The Children were very bright and contented; well clad, and bore every evidence of being well cared for. During the time they remain at the home their educational and general training is not neglected. A private school is held every week day and they receive instruction in elementary subjects. In addition to this they are taught general house work. They attend the Church of England regularly. The school room, dormitory and the house throughout were very neat. The superintendent is assisted by an advisory board chosen from the citizens of the town. The society has a branch home for boys at Sherbrooke, Que.

MR. J. T. MIDDLEMORE'S HOME, FAIRVIEW, HALIFAX.

Mr. Middlemore established this home at Fairview, a suburb of Halifax, N.S., in 1893. The location, as far as health and convenience are concerned, is all that could be desired. Since the establishment of the home the work has gone steadily forward, and on an average 100 boys and girls have been received and distributed. The work of the home is confined to the maritime provinces. The number of children whose names appear on their visitors' list, and their location by provinces, is as follows: New Brunswick, 250; Nova Scotia, 150, and Prince Edward Island, 80. Four visitors are employed throughout the provinces, whose duties are to visit the children annually at their homes. A careful supervision appears to be maintained over the children. This year's emigration party arrived on the 5th of June, and the superintendent informed me that no difficulty was found in providing homes for the entire number; applications having been received for four times as many as arrived. Ninety-seven of these children were from philanthropic institutions, and two were from English unions. There were three children at the home on the date of my inspection, one boy, five years of age, and two girls, six and fifteen years, respectively. These children had already been provided with homes, and were waiting to be sent to their destinations. The general health reports have been very satisfactory, and only two deaths have occurred during the year; these were the result of ordinary ailments. The superintendent advises me that no complaints of a serious nature were reported at the home during the past twelve months. Cases of harsh treatment by employers have been remarkably few, in fact, only one such case had been brought to his notice; the result being that the child was promptly removed and replaced with advantage. The visitors' reports and letters from employers have been very satisfactory. The work is undenominational, but Protestant. Parties making application for children are required to furnish a recommendation by a minister to the effect that he can conscientiously recommend the applicant as a suitable person to be entrusted with the care of the child, and thoroughly competent to train it to become a useful member of society, and to maintain a supervision over it, and to furnish a report of the child's progress and general condition once a year, if required. In conclusion, I may say that after a careful inspection of the home, I am satisfied that the work is conducted creditably and efficiently by the superintendent.

MARCHMONT HOME, BELLEVILLE, ONTARIO.

Through the death of Mrs. Wallace, wife of the Rev. Robert Wallace, of Marchmont Home, this philanthropic work has sustained a severe loss. Mrs. Wallace was

amongst the first to take up the work of juvenile emigration from Great Britain to Canada. In the year 1869, Mrs. Wallace, then Miss Agnes Bilbrough, directed her attention to the needs of orphan and neglected children of East London, and in the following year her first party of boys and girls were emigrated to Canada. She at once realized the necessity of establishing a receiving and distributing home in Canada, and Belleville was finally selected as a convenient locality. After the destruction, by fire, of two houses, the present Marchmont Home was erected. Nearly seven thousand children have passed under her care, and of this large number not more than two per cent are said to have been failures. I am glad to be able to state that the Rev. Mr. Wallace purposes continuing the work on the same lines under which it was inaugurated some thirty years ago. For the purpose of selecting a suitable class of children for emigration, Mr. Wallace has made special journeys to England and Scotland annually. The work is carried on independently of any similar institution in the old country. Many of the older boys, whom I have met, are now occupying good positions, and are held in high esteem in the communities in which they reside. In addition to the annual visits which are made, they endeavour to keep in touch with the children by correspondence, and at Christmas a special letter, with a Christmas card and a good class of reading matter, is sent to each child. The applications for children have been largely in excess of the number of children brought out during the year, and many of these were from persons who had received children from Marchmont Home before, the former children having grown up and started out for themselves. At this date there were two children in the home, a boy of fifteen years and a girl of the same age; both were waiting to fill situations already provided for them. One girl of sixteen years was returned to England, as it was feared that her mind was affected. The general health reports have been very satisfactory, a single case of typhoid fever being the most serious illness reported. Mr. Wallace states that their boys are to be found in nearly all the walks of life, and that while the majority of them remain on the farm, others after a while learn different trades, in which many of them have had some training previous to their emigration, and others having saved money, take a course at a business college and enter mercantile life.

MR. FEGAN'S HOMES.

Mr. J. W. G. Fegan inaugurated his work on behalf of waifs and strays in south-east London in 1870, and in 1872, assisted by a few friends, a home for boys was opened at Deptford, since which time this work has greatly increased. The work of the various homes is under the supervision of a council bearing Mr. Fegan's name, and embraces the following institutions :—

The Boys' Home, 95 Southwark Street, S.E.
Orphanage and Training Home, Stony Stratford.
Ramsgate Orphanage, Ramsgate.
Southwark Home Mission, Blackfriars, S.E.
The Medical Mission, Blackfriars, S.E.
Factory Girls' Institute, Blackfriars, S.E.
Working Youths' Institute, 91 Southwark Street, S.E.
The Canadian Distributing Home, George Street, Toronto, Ontario.

The work is undenominational, while definitely Protestant, its scope not being confined to London alone, but children from any part of the United Kingdom are welcomed; any needy boy being eligible for admission to the homes. Applications for boys during the past year have greatly exceeded the supply. The ages of those received

here vary from ten to eighteen years. Boys of ages ranging from ten to twelve years are indentured for periods of three, four and five years, and receive board, clothing and schooling during winter. Boys of thirteen, fourteen and upwards are engaged by the year, at wages ranging from $24 to $54, board, of course, in accordance with their size and ability—clothing to be provided out of their wages. To encourage the boys to be thrifty, a savings bank is provided, and they are allowed the current rate of interest on their savings. The children are visited each year by a person connected with the home, and a general correspondence is maintained with the children. There were no boys at the home at the date of my visit.

DR. T. BOWMAN STEPHENSON'S HOME.

Dr. Stephenson's Distributing Home is located in the township of Barton, within a short distance of Hamilton, Ontario. The grounds are large and spacious, and ornamented with various varieties of fruit trees. For a children's home the location is in every way suitable. The reports received from the caretakers and visitors as to the progress, &c., of the children are said to have been generally of a satisfactory character. The demand for children this year has been very great, and the governor states that never since he has assumed charge of the work has he been so inundated with applications from all parts of the province. The governor, in his annual report to Dr. Stephenson, states, in part :—'I hope that the time will come when the system of distribution will send us more boys to Canada, for the more I see of the work the more I am convinced that the average boy has done splendidly in Canada.' Until a few years ago, Dr. Stephenson emigrated both boys and girls to Canada, but during the last few years his emigration parties have been confined exclusively to boys. The children emigrated to Canada receive their preliminary training in Dr. Stephenson's English homes. The health reports have generally been excellent, and no deaths were reported during the year. At the date of my visit there were two little lads in the home, of five and eight years, respectively. Owing to their age, and the fact of their being brothers, the governor considered it inadvisable to separate them at present, and they will be kept at the home. The number of children in the home at any time other than immediately following the arrival of a party from England, seldom, if ever, exceeds six, and their stay at the home is usually very brief. The house is well arranged for the purpose for which it is used, although not especially built for a receiving home. The dining-room, bath-room, dormitories, &c., are all conveniently arranged, and I found the home throughout very comfortable indeed. The reports and books are neatly and systematically kept, and any information concerning the children is easily available.

MISS MACPHERSON'S HOME.

Miss Macpherson was amongst the first to engage in the emigration of boys and girls from Great Britain to Canada. For some time she was associated in the work with Mrs. Birt and Miss Billbrough. These philanthropic ladies have been most untiring in their efforts on behalf of poor and neglected children. I am informed that, with comparatively few exceptions, the children sent to Canada by Miss Macpherson have become good citizens, and many of them have assumed positions of trust in various parts of the Dominion. The work is carried on precisely of the same nature in England or Scotland. The children are personally selected for emigration by Miss Macpherson, and such selections are made with a view to general adaptability for Canadian farm life. During the past year three emigration parties numbering sixty boys and girls, and with the exception of three of the children, who were under six years of age, all have been placed. The work is confined, for the most part, to the western peninsula

of Ontario, and very few of the children are to be found further east than the county of Wellington. The situation of the home is convenient and the surroundings agreeable. The interior is very commodious and will accommodate a large number of children. The accommodation, however, is seldom taxed, unless immediately after the arrival of a party. As soon as the children reach Stratford, they are at once despatched to their foster homes, and in the case of the larger boys and girls, to situations already provided. As has been the case for some years the supply of children has been inadequate to meet the demand. The home is under the management of a superintendent, who, in my opinion, discharges his duties very efficiently.

THE BRISTOL EMIGRATION SOCIETY.

This society has for many years been engaged in the emigration of children from England to the province of New Brunswick. During the year just ended thirty-one boys and two girls were sent to Canada under the society's auspices, the demand for children exceeding the supply. The conditions under which the children are placed are verbal, and provide for the board and clothing of the child. I would strongly recommend that in the future this plan be changed and persons receiving children be required to enter into a written agreement. The general condition of health amongst their number has, I am advised, been very satisfactory. The ages of the children emigrated are minimum, eight, and maximum, sixteen years. The agent considers that at eighteen years of age his oversight and responsibility with regard to the children cease.

THE SHERBROOKE REFORMATORY FOR BOYS.

This institution is under the control of the government of the province of Quebec. The terms range from two to five years, and no boy over sixteen years is received. At this date there were thirteen lads in the institution. They attend school from one to four o'clock each week day, except Saturday, and during the forenoons from 8 to 12 they work in the saddlery workshops under an instructor; they also attend one of the city Anglican churches every Sunday, and in the afternoon a Sunday school is held in the institution, conducted by residents of the city. The boys are frequently taken to various local attractions in the city, such as fairs and games, and are exceptionally well treated by the superintendent, who appears to be much interested in his charge. The sleeping apartments, school room and dining room were in splendid order, and were an evidence of the efficiency of Mr. Reed, the superintendent. It is unfortunate that this institution is located in such close proximity to the district jail, and the provincial inspector very properly states that: 'The fact that the children's abode, their school room and their work shop, is situated in a prison does not harmonize with the idea that it is a reformatory school.' The object of the first is to punish; that of the second to reform children, who for want of parents or other persons to control them, are on their way to vice. Apparently every comfort is afforded the boys; they are well clothed, neat and clean, and have every appearance of being well cared for. I found only one British immigrant lad in the institution. He is hardly nine years of age, and altogether too young to learn a trade. The superintendent appears to be much interested in the child, and hopes to find a good home for him in the near future.

DR. BARNARDO'S GIRLS' HOME, PETERBOROUGH, ONTARIO.

It is now some years since Dr. Barnardo selected Peterborough as his distributing point for girls, and a more suitable or convenient location could hardly have been

chosen. 'Hazel Brae' is the name by which the home is known. It is very pleasantly located at the outskirts of the town of Peterborough. The home is surrounded by a large garden and lawn, the latter affording ample play ground for the smaller children. The house appears to be very well adapted for its present purpose, the rooms being large and airy. I made a careful inspection of the building throughout and found it complete in all its appointments. It is well supplied with water, and the sanitary arrangements appeared to me to be very satisfactory. Fire escapes and a good supply of hose are provided throughout the house, and every precaution appears to have been taken for safety in case of an emergency. The dormitories, dining room, kitchen, play room, school room, &c., are all conveniently arranged. The infirmary is capable of accommodating, I should judge, six cots. At the date of my visit three patients were receiving treatment here, but their illnesses were not of a serious character, and two of them were convalescent. The general health of the girls has been very satisfactory during the past year, and considering the large number of these children who are scattered throughout the province, the fact that only two deaths have been reported during 1900 is certainly a testimony to their physical soundness. In case of ill-health they are permitted to return to 'Hazel Brae' and are afforded the best of care and treatment. Good discipline prevails throughout the home. The training received by the younger girls stands to good advantage when they go out into service, as I have observed during the course of my inspection. A private school has been provided for the benefit of such of the children as remain at the home for any length of time. Classes are held daily and a competent teacher is employed, and the children are also taught to do various kinds of domestic work. Particular care is paid to their religious instruction. They attend service at one of the town churches regularly, in addition to the daily services which are held at the home. There were twenty-five little girls in the home at the date of my visit, who were considered rather young to be placed out on their arrival in Canada. Three hundred and twenty girls were received from Dr. Barnardo's English homes during 1900, which in comparison with the figures of 1899 shows an increase of eighty, and yet, I am advised that the demand for these children is far from being met. The ages of the children are, maximum, sixteen, and minimum, six years. Two lady visitors are almost constantly engaged visiting the girls at their homes. Each child is the subject of a special report, which is recorded at the office, and as these visits are for the purpose of a general inquiry with reference to the progress, &c., of the child, the results are of benefit to both child and employer.

DR. BARNARDO'S BOYS' HOME, TORONTO.

Dr. Barnardo's interest on behalf of the poor and neglected children of London (England) dates back some thirty-five years. From a small beginning the work has assumed extraordinary proportions. No less than ninety-six homes are to this day under his direction in Great Britain and the colonies. From a recent report published by the committee, I have taken the following statistics, which may afford some idea of the magnitude and scope of the work being carried on under Dr. Barnardo's auspices :—Total number of children supported, trained and placed out in life by the home up to December 31, 1899, 38,785; average number of children admitted every 24 hours, 9·62; largest number of admissions in one day, 56; total number of rescued boys and girls emigrated to the colonies to the present time, 14,500.

Dr. Barnardo's first parties of boys and girls arrived in Canada between the years 1867-83. Up to the latter year the work does not seem to have been carried on with any degree of regularity, but in 1883, the organization for the emigration of children appears to have been perfected, and since that year parties have continued to arrive regularly each year in Canada, and with the exception of the years 1890-91, in gradually increasing numbers. Dr. Barnardo has four distributing centres in Canada, three in Ontario, and two in Manitoba, as follows :—

Boys' Home, 214 Farley Avenue, Toronto.
Girls' Home, 'Hazel Brae,' Peterborough, Ont.
Branch Home for Boys, 115 Pacific Avenue, Toronto.
Industrial Farm Home for Youths, Barnardo, near Russell, Manitoba.

The headquarters for the general superintendent for the Dominion are at 214 Farley Avenue, Toronto.

The general state of health of the children has been very satisfactory.

A savings bank account has been established for the purpose of encouraging the boys to save a portion of their earnings in order that they may, when of age, have sufficient capital to make a start in life on their own account. This arrangement has been found to be a very good one, and a large number of the boys have taken advantage of it. Thirteen boys, all of whom were quite small, were in the home at the date of my visit, and, with one exception, were waiting to go to places. The home throughout is commodious, and kept in good order. It is capable of accommodating with comfort, I should judge, one hundred or more children, if found necessary. The courtyard affords a good play-ground for the children, and the place is, generally, adapted for its present occupation.

CANADIAN CATHOLIC EMIGRATION SOCIETY, 'NEW ORPINGTON LODGE,' HINTONBURGH, ONTARIO.

(*Incorporated.*)

The aim of this society is the emigration of boys and girls from Great Britain to Canada, and the placing of them in advantageous homes and situations, and thus to aid them in becoming self-sustaining. During the present year sixty children were brought to Canada. No difficulty has been experienced in supplying children with homes and situations; in fact, it was found impossible to supply the demand. In consequence of this, there is a very small number of children at any one time in the home. I found three at headquarters at this date; one of them, a boy of twelve, who had had the misfortune to lose a finger through an accident, and was there recuperating. Another, a lad of sixteen years, had been returned by his employer as unsuitable. There was also a girl of eighteen years waiting to go out to service, and an application for her had already been received. The superintendent informs me that during the past twelve months the general state of health has been very satisfactory. No serious ailments have been brought to her notice, and there were no deaths to record. The society aims, as far as possible, to place the children in rural districts. Each child is placed out under certain conditions, which are set forth in an indenture, duly signed by the superintendent and employer. A person making application to the society must furnish the superintendent with a certificate as to character. Some of the conditions are as follows: The employer is to furnish board, lodging and clothes, and other necessaries compatible with the circumstances, and at the end of each half year to pay a specified sum of from five dollars upwards to the society, to be banked for the sole use of the boy. In the case of the older boys, they are expected to be paid the wages current in the district in which they are employed. The younger boys are to receive four months' schooling during the year. The agreement may terminate at a month's notice, and the society reserves the right to remove the child, summarily, and without notice, in case of 'urgent necessity.' In the event of the cancellation of the agreement, the employer is required to return the child to the society's home. Employers are required to notify the superintendent if a boy leaves his place without the superintendent's authority. The home is conveniently situated at Hintonburgh, a suburb of Ottawa, and is commodious and well kept. The sanitary arrangements appear to be good. The house, a wooden structure, contains a bath-room, play-room and sleeping-rooms. It is heated by coal stoves; lighted by electricity, and has city water connections. The home is capable of accommodating fifty children, although forty is the largest number which is said to have been in the home at any one time. The books and records were written up to date, and well and properly kept.

SESSIONAL PAPER No. 25

LIVERPOOL CHILDREN'S FRIEND SOCIETY AND WORKING BOYS' HOME, 9 GREAT ST. GEORGE SQUARE, LIVERPOOL, ENGLAND.

This society has its Canadian distributing headquarters near Lennoxville, in the province of Quebec, under the supervision of Mr. Samuel McFaddden, J.P., who has acted as agent during the past fifteen years. The ages of the boys emigrated to Canada are, minimum, sixteen, and maximum, twenty years. He states that there has been a great demand for them, and that he usually has about ten applications for each boy. The boys are all located in the county of Sherbrooke, and are reported by their employers to be making good records for themselves. They are all very healthy, and only one boy has been obliged to return to England owing to ill-health. Every boy brings with him from England a certificate of character from his late employer or some other reliable person, who is thoroughly acquainted with him. The agent estimates that there are about sixty of these boys in Canada.

ST. NICHOLAS HOME, 70 LOMBARD STREET, TORONTO.

This home was founded by the late Archbishop Lynch, of Toronto, as a home for orphan boys. For the last ten years no British immigrant children have been received here. The work of this admirable institution is confined to the city of Toronto, and is presided over by a lady superior and an efficient staff of sisters.

MONTREAL REFORMATORY FOR BOYS.

This institution is under the management of the reverend Brothers of Charity. Boys are committed from the different courts of the province of Quebec. The maximum age is sixteen years, and the longest term does not exceed five years. The boys wear a neat uniform, consisting of a blue serge suit, with trimmings of red, which would not necessarily suggest that of a prison garb. I found the boys very neat and tidy in appearance, and in manner bright and cheerful. There are three day schools, each of which is presided over by a reverend brother. The school rooms are large, well ventilated and bright. The larger boys, who are employed in the industrial branches of the institution, receive an hour's teaching daily, while those who have not as yet entered the shops have a half day's schooling. The play or recreation rooms are large, and appear to be sufficiently commodious. The boys amuse themselves by playing various games, &c. They have a large garden in connection with the institution, which gives employment to about twenty boys. Religious services are held daily. A large chapel is provided on the premises. The general state of health is said to be good. There was only one patient in the hospital ward, and he was said to be suffering from heart trouble. The bath rooms are modern, and contain plunge and shower baths. There is an ample supply of city water. The boys are required to take three baths a week. The industrial departments are located in the western wing of the building. The trades taught here are as follows: Tailoring, shoemaking, tinsmithing and printing. Seventy-two boys are employed in the three shops. They labour is considered fair, and the class of work turned out is very creditable indeed. In the tinsmith shop thirty-six boys find occupation. All kinds of culinary utensils are made here. In the tailor shop all the clothing used at the reformatory is made, and orders for a limited supply from dealers in the city are filled. The boys also do all the necessary repairing of clothing and boots, which, to them, are items of small importance. In the printing office many boys are learning the trade. They do job printing principally, and some specimens of the work which I saw were very good indeed. The discipline maintained throughout appeared to be good, and I was particularly impressed with the politeness of the boys when spoken to. As the longest term a boy is sent to this institution for is five years, ample time is afforded for the full apprenticeship to the different trades taught. Before the completion of their term the friends of such of the boys who evince any interest in their well being are notified, in order that they may receive them as they leave the place. In case a boy has no friends, the reverend brothers en-

deavour to find work for him. As far as I could ascertain, there is only one British immigrant boy, at this date, undergoing a term in this reformatory. He had been committed for a term of five years for theft, three years of which have passed. He is a bright and intelligent boy. He is learning the tinsmithing trade, and is said to be making good progress. I am convinced from my inspection that this reformatory school is properly conducted, and that due attention is paid to the training, education and comfort of the lads confined to the care of the reverend Brothers of Charity.

PROTESTANT INFANTS' HOME, MONTREAL.

This institution was founded for the purpose of providing a home for children deprived of their natural protectors, either by death, abandonment or otherwise, and for the protection of such children from want, exposure and crime. The regulations which govern the admittance to the home are as follows:—No child under ten days or over four years old. No child subject to any contagious, incurable or other disease. A medical certificate must accompany each infant, and when it is accompanied by its mother she must also be provided with a similar certificate. All necessary clothing is provided by the institution. The charge for children's board is made proportionate to the wages earned by its parents, and in case the child is dependent on charity, and is not visited by its parents or friends, it is held for adoption. Persons wishing to place children in the home must furnish written testimonials from a clergyman or some other responsible person. Infants will not be admitted without their mothers, except in special cases to be decided on by the committee, and the nursing mothers must remain as long as the committee deems it necessary. No woman will be admitted when it is known that she is a mother for the second time of an illegitimate child. The home is governed by a board of lady managers. The staff consists of a matron, who has a general supervision over the institution, one trained nurse and two other nurses. I made as thorough an inspection of the institution as the circumstances would permit. At this date there were sixteen cases. The matron informed me that the general state of health had been good, and the death rate was very small. There are four attending physicians, as well as four consulting physicians, comprising the medical board of the home. The sanitary arrangements appeared to me to be satisfactory. Large galleries extend on the west and south sides of the building from each floor, and these provide a safe play-yard for the children. There is also a large playground on the west side of the building. Fire escapes are provided, and a city fire alarm has been placed in the building. The house throughout was neat and clean, and the ventilation good. At this date there were 44 children in the home, and nine mothers. The children were well dressed and appeared to be bright and healthy and well cared for. I am satisfied from my observation that good discipline exists throughout the institution. I found, amongst others, three British immigrant girls here, taking advantage of the benefits afforded by this home. Their ages were seventeen, twenty and twenty-four years, respectively. These girls came to Canada during the past few years under the auspices of different societies. They obtained positions as domestic servants, one in the city and the others in the rural districts. I was informed that in each case the persons under whose charge they had come to Canada are aware of their present circumstances. They are bright, intelligent looking girls, and the matron spoke well of them. Religious services are held every Sunday, and prayer meetings every Thursday evening. These services are conducted by the clergyman of one of the city Protestant churches.

THE OLD BREWERY MISSION, MONTREAL.

The aims of this institution, as stated by the superintendent, are to rescue the fallen, feed the hungry, and shelter the homeless. I could find no record of any British immigrant children having been received here during the past year.

Your obedient servant,

G. BOGUE SMART.

REPORTS OF IMMIGRATION OFFICIALS IN WESTERN CANADA.

No. 1.

REPORT OF THE COMMISSIONER OF IMMIGRATION.

WINNIPEG, June 30, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I respectfully submit a report of the transactions of my office for the fiscal year ending June 30, 1901. The recent alteration of the date of the annual report from the calendar to the fiscal year has rendered necessary the compilation of new tabulated statements.

In the following tables the immigration recorded at this office for the past fiscal year is set forth, and for purposes of comparison, a table for the fiscal year ending June 30, 1900, has been specially prepared. Statistics are also given of results in previous calendar years, together with other trustworthy information of nationalities, sexes, occupations and distribution of immigrants.

The total immigration recorded at this office for the past fiscal year is 32,005 as against 31,510 for the fiscal year immediately preceding. To these 32,005 must be added a percentage for unrecorded immigrants who come in at various points—arrivals which are largely augmented by wagons, long trains of which are constantly trekking into our territories as immigrants used to do from the eastern to the western states. There is reason to believe that the accessions in this way and via Sumas and Rossland, B.C., are much greater this season than formerly, and the usual 20 per cent allowance may reasonably be advanced to 25 per cent and still be under the mark, since it is known that considerably over 8,000 immigrants have spread along the line of the Calgary and Edmonton Railway alone this season, and our returns of arrivals at immigration halls show a surprisingly large number who were not reported from any line of railway. This percentage gives an additional 8,001 souls, or a total of 40,005 who have come into western Canada. Deduct from this number departures en route for the western and Pacific States, for western Ontario, and the Yukon, and we have the net accession of 39,254 to the population of western Canada during the fiscal year now closed, 4,336 of whom settled in British Columbia. Of the total number of immigrants recorded here about 9 per cent were English and Welsh, 3 per cent Scotch, 1 per cent Irish, 31 per cent Canadians (including 1,368 returned Canadians) and 14 per cent Americans.

The annual statements of the General Colonization Agent, the various immigration agents, land guides and other officials directly connected with the work of this office in western Canada, are incorporated in this report.

TABLE No. 1—Recapitulation and distribution of Immigrants recorded

Months and Years.	Nationality.															
	Austrian.	Arab.	Belgian.	Bohemian.	Chinese.	Canadian.	Returned Canadian.	Dutch.	Doukhobors.	Danish.	English.	French.	Finnish.	German.	Greek.	Hebrew.
1899.																
July	5					746			2,335	6	249	13	12	12		4
August	27					417				8	214	11	15	71		17
September	14					490			4	2	151	11	10	7		1
October			5			600		3		2	185	22	17	45		5
November	31		6			581		1			124	10	28	56		3
December	5					376			1	2	32	5	9	2		
1900.																
January	1		3			249	10				28	12	15	9		8
February	1		2			314	1	1			66	30	3	20		8
March			19	24		2,611	32			19	292	102	12	303		6
April			19	13		3,272	57		2	11	498	31	18	318		3
May		1	6	6	11	1,274	128			12	376	22	19	389		12
June			7	2		703	90			8	303	26	6	211		12
	84	1	67	45	11	11,633	318	5	2,342	70	2,518	295	164	1,443		79

Months.	Via.													
	Ocean.				United States.				Canada.				Total.	
	Adults.		Under 12.		Adults.		Under 12.		Adults.		Under 12.			
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.		Farmers.
1899.														
July	1,077	1,140	670	610	116	55	35	50	419	156	97	91	4,516	939
August	259	177	92	107	94	37	22	27	249	83	42	44	1,233	125
September	118	88	89	39	124	56	35	45	221	139	79	68	1,101	153
October	236	129	51	69	157	78	55	64	180	179	97	110	1,405	262
November	183	149	86	79	135	92	80	80	175	175	90	72	1,396	282
December	69	56	29	19	46	26	20	12	100	139	70	57	643	104
1900.														
January	62	37	18	18	76	18	2	8	93	91	27	30	480	89
February	76	25	10	22	66	32	24	22	180	95	41	21	644	131
March	346	104	76	56	518	258	191	277	1,205	621	359	307	4,318	1,690
April	967	377	372	332	612	207	180	176	1,695	691	504	423	6,536	2,386
May	1,209	690	629	595	364	117	66	74	701	262	159	134	5,000	1,602
June	1,015	704	630	595	260	126	116	120	285	198	122	97	4,268	1,188
	5,617	3,676	2,752	2,541	2,568	1,102	826	955	5,503	2,829	1,687	1,454	31,510	8,951

SESSIONAL PAPER No. 25

at Winnipeg for the fiscal year ending June 30, 1900.

NATIONALITY

Hungarian.	Hollander.	Icelandic.	Italian.	Icelandic.	Norwegian.	New Zealander.	Polish.	Portuguese.	Russian.	Roumanian.	Spanish.	Swiss.	Swedish.	Syrian.	Turkish.	Welsh.	West Indian.	Other.	Totals.
5		17	8	188	4				6	597					16		26	222	7		1,546
7		30	5	1	16		17		10	147					14		39	142	2		1,233
15		3	3	8	10				13	76					10		11	256		6	1,591
10		23	17	47	36				1	1,86					16		20	200	3	6	1,405
25		29	12	21	16				171	13					22		39	156		20	1,[illegible]
25		2	4	2	3	6			13	66					9		7	69	3		643
13		7	6		3				2	45		3			4	4	5	51	2		180
12		6	7		4		6		1	24	1				4		20	83			614
41		32	15		24		19		13	75					60		35	544	8	12	1,548
47	1	67	93	32	31		11		248	779		2			134		91	735	20	3	6,536
166		41	14	4	37				55	1,780		1	6		64		101	472	2	1	5,000
10	4	16	13	140	33		5		143	1,880		7	1		48		81	517	2		1,268
380	5	293	197	446	217	6	58		676	5,648	1	13	1	6	431	4	475	3,473	49	3	63	31,510

OCCUPATION.

Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Miners.	Female Servants.	Not Classified.	Total.
263	238	52	37	56	40	2,896	4,546
189	188	57	27	28	2	647	1,233
125	86	42	53	40	5	597	1,101
65	90	41	57	35	12	842	1,405
	71	62	29	30	27	895	1,396
	42	33	17	13	4	430	643
	61	35	28	8	1	258	180
	56	38	28	16	1	347	614
	171	110	58	4	50	2,285	4,818
	259	257	109	79	4	5,442	6,536
	274	158	49	88	33	2,726	5,000
	158	99	52	45	15	2,711	4,268
642	1,687	984	544	442	194	18,096	31,510

DESTINATION.

Ontario.	Manitoba.	North west Territories.	British Columbia.	Yukon.	United States.	Total.
11	3,766	156	265	38		4,546
19	693	208	200	17	6	1,233
	450	370	265	11		1,101
5	643	198	359			1,405
20	689	383	301	3		1,396
	251	164	228			643
12	186	197	145			180
14	226	200	149	17	8	614
29	1,843	2,013	1[illegible]	18		4,818
5	2,048	1,428	1[illegible]	40		6,536
12	2,653	1,858	129	8	24	5,000
20	1,951	1,827	237	29	2	4,268
137	17,967	11,625	3,[illegible]	286	34	31,510

TABLE No. 2—Recapitulation and Distribution of Immigrants

NATION

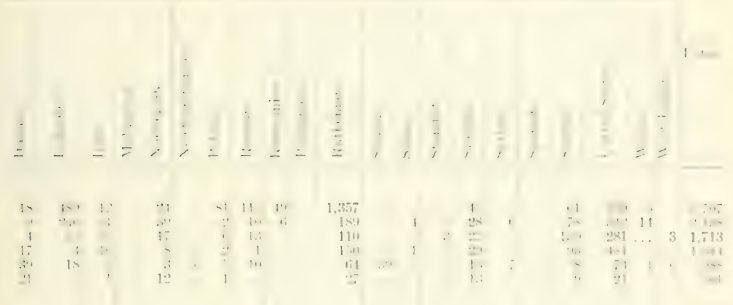
Months.	Austrian.	Arab.	Belgian.	Bohemian.	Chinese.	Canadians.	Returned Canadians.	Dutch.	Doukhobors.	Danish.	English.	French.	Finnish.	German.	Greek.	Hebrew.	Hungarian.	Hollander.	Half Breed.
1900.																			
July	1		9			503	30			1	262	20	28	275		10	16		
August	1			1		700	14			12	175	2	15	137		30	4		
September	4		2			607	16		1	26	202	27	13	104		11	59		
October	21					427	17			1	200	3	17	83	1	6	33		
November	6	1				358	46				73	19	8	172		1	13	1	
December	2					233	9			14	46	3	21	101		8	12		
1901.																			
January			1			213	8			1	30	8	13	9		15	24		
February	3		1			344	58				79	3	18	8		12	9		
March	6		63	1	1	2,041	337			8	232	10	40	171		5	81		
April	12		6	4		1,647	420	1		39	619	24	59	395			175	1	
May	38		5	9		1,033	268	5		28	677	24	54	434		32	31	7	
June	15		9	1		498	145			33	295	62	42	367	1	8	64	1	1
	109	1	99	16	1	8,604	1,368	6	1	163	2,892	205	328	2,251	2	138	521	10	1

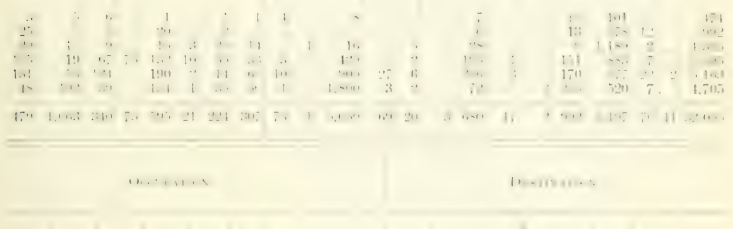
VIA.

Months.	Ocean.				United States.				Canada.				Total.	Farmers.
	Adults.		Under 12.		Adults.		Under 12.		Adults.		Under 12.			
	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.	Male.	Female.		
1900.														
July	957	708	630	548	138	102	78	65	165	158	98	90	3,707	845
August	408	308	200	143	222	74	42	45	275	232	108	81	2,138	530
September	440	162	121	85	133	67	56	45	233	189	99	83	1,713	341
October	303	189	111	78	186	120	99	97	120	170	72	69	1,614	328
November	161	102	80	67	97	44	27	38	99	146	66	61	988	156
December	134	59	34	34	39	10	8	6	89	87	29	32	561	156
1901.														
January	86	22	8	8	58	27	27	13	95	82	26	22	474	91
February	94	34	14	15	262	81	70	49	215	94	34	30	992	317
March	410	99	64	60	811	352	250	268	1,083	463	275	220	4,355	1,865
April	1,099	339	251	215	971	427	319	293	899	365	203	214	5,595	2,156
May	1,302	580	358	330	848	271	174	188	526	284	171	131	5,163	1,767
June	1,197	756	588	474	630	227	159	147	217	164	74	72	4,705	1,658
	6,591	3,358	2,459	2,027	4,395	1,802	1,309	1,254	4,016	2,434	1,255	1,105	32,005	10,210

SESSIONAL PAPER No. 25

reported at Winnipeg for the fiscal year ending June 30, 1901





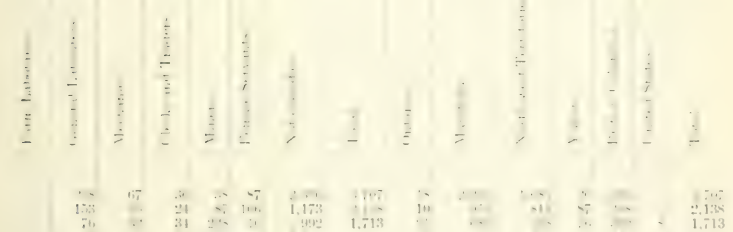


TABLE No. 3.—Showing the number and sexes of arrivals reported at Winnipeg during the calendar years ending December 31, 1897, 1898 and 1899.

Port.	1897.			1898.			1899.		
	Males.	Females.	Totals.	Males.	Females.	Totals.	Males.	Females.	Totals.
Winnipeg	6,705	4,159	10,864	19,015	8,842	27,857	21,496	14,679	36,175

TABLE No. 4.—Showing the number and sexes of arrivals reported at Winnipeg during the fiscal years 1900 and 1901.

Port.	1900.			1901.		
	Males.	Females.	Totals.	Males.	Females.	Totals.
Winnipeg	19,016	12,494	31,510	20,013	11,992	32,005

TABLE No. 5.—Showing the Nativity of Arrivals reported at Winnipeg during the Calendar years 1896, 1897, 1898 and 1899.

Nationality.	1896.	1897.	1898.	1899.
England and Wales	632	1,519	3,203	2,833
Ireland	13	69	266	270
Scotland	105	295	701	613
Canada, including all the provinces	374	2,374	13,112	11,541
United States	49	742	2,643	2,233
Scandinavia, viz.: Norway, Sweden & Denmark.	515	74	532	769
Icelanders	..	..	..	364
Germans from Germany, Austria and Russia	1,142	520	998	1,405
France and Belgium	389	188	368	273
Ruthenian, Galicians and Bukowinians	904	4,363	5,509	7,181
Other countries	102	240	525	8,643
Totals	4,196	10,864	27,857	36,175

TABLE No. 6.—Showing the Nationality of Arrivals reported at Winnipeg during the Fiscal years ending June 30, 1900 and 1901.

Nationality.	1900	1901
England and Wales	2,[illegible]	2,962
Ireland	[illegible]	340
Scotland	[illegible]	[illegible]
Canada	12,[illegible]	[illegible]
United States	2,[illegible]	[illegible]
Scandinavia, viz.: Norway, Sweden & Denmark	511	[illegible]
Iceland	446	1,063
Germany, Austria, Germany, Austria and Russia	1,[illegible]	[illegible]
France and Belgium	[illegible]	[illegible]
Bukowina, Galicia and Bukowinians	[illegible]	[illegible]
From other countries	4,134	1,[illegible]
	31,[illegible]	[illegible]

DEPARTURES.

Inasmuch as our immigration is drawn from so many different sources, it is gratifying to learn that very few who immigrate to western Canada find the country unsuitable or not good enough for them.

Our travelling agents on the 'Soo Line' between Moose Jaw and Portal, and on the railway between Lethbridge and Coutts, have been specially directed to report all departures from Canada passing into the United States of immigrants who were not intending to return, and not more than ten families and three single men, comprising fifty-six souls in all, have so departed by these railways. Of these ten families, five, or about one-half the total exodus, gladly returned to their farms in western Canada within three months after their departure therefrom.

There may be a few unreported cases going south via Winnipeg, but these leaving Canada naturally go the cheapest route, which would be one of the two roads above reported.

The staff of agents and land guides in the outside service must be congratulated on the evident care and attention in placing immigrants judiciously, which is so well proven by the surprisingly small number of dissatisfied ones.

IMMIGRATION FROM GREAT BRITAIN AND IRELAND.

The immigration from the United Kingdom during the past fiscal year has not varied to any great extent from the previous record. Our accessions are again largely from England and Wales, whence we received 2,962, Scotland contributing 992, and Ireland, 340—in all, 4,294, an excess of 954 over the previous fiscal year. The employment of the Imperial reserves, volunteers and yeomanry in South Africa [illegible] seems to have much affected our customary quota, which amounted in 1898 to 3,340. But should the mother country encourage emigration from her shores to South Africa by bounties and liberal grants of land, our already [illegible] competition would, possibly, be seriously affected. It is alleged that England's great industrial prosperity is [illegible] and more attracting labourers from the land to the manufacturing towns, and that good farm hands in consequence are as much in request in Great Britain as [illegible].

The success of Mr. Robert Adamson in securing desirable farm hands in Great Britain last spring is a proof of what might be expected if some new inducement could be offered those already here to send home for their friends.

IMMIGRATION FROM THE EASTERN PROVINCES.

Our arrivals from the older provinces, including 1,368 returned Canadians from the United States, numbered 9,972 for the past fiscal year. No harvest excursions took place last season, which must be regretted, as they always leave a portion of their numbers as settlers in the country. But, this year, arrangements are already suggested for bringing in farm hands, and there can be little doubt that a large percentage of these will remain. Eastern Canadians are not so often seen at this office. Some secure employment through our bureau, but, being generally experienced farmers with means, they go off to the land upon arrival, and begin operations at once. Aside from the old Selkirk settlers, they are the agricultural pioneers of the North-west, and many families in the eastern provinces are now represented in Manitoba or the Territories.

FRENCH CANADIANS.

Mr. Leon Roy, our French interpreter, in his report for the year, states that 275 French Canadians came to western Canada from the United States, and 445 from the eastern provinces, making a total French Canadian immigration into the west of 720, of which number about one-half settled in Manitoba and the Territories, respectively.

There is now a manifest and hopeful tendency of Canadians of French origin in the United States to return to Canada which will receive every encouragement.

Besides his office duties, Mr. Roy has been engaged in looking up lands available for new settlements, locating settlers, and guiding many intending purchasers to lands in the Winnipeg district.

AMERICAN IMMIGRATION.

Our recorded immigration from the United States (aside from returned Canadians) amounted in the past fiscal year to 5,197 souls, nearly all of the male adults being practical farmers. For the fiscal year ending June 30, 1900, our recorded accessions were 3,473, being 1,724 less than for the past fiscal year, both augmented, of course, by the percentage of unrecorded arrivals at points west and south-west of Winnipeg.

Many American citizens have come in with large means and purchased for practical purposes, farms running from 2,000 to 4,000 acres. Lands which three years ago were unsaleable, now sell readily at fair prices, with an upward tendency. I might mention the case of one Mr. de Grote, who came in last year and bought some 4,000 acres near Shamawan station on the Pembina branch, and broke up some 1,700 acres which are now under crop. He invested over $20,000, and is of opinion that, if no disaster happens, the returns from this year's crop will go far to cover his purchases.

ICELANDERS.

Our accessions of Icelanders for the past fiscal year amount to 1,063 souls, being 896 from Iceland, and 167 from the United States. They acquire the English tongue with ease; harmonize at once with our institutions, and already their leading men take an active part, not only in public affairs, but in the field of letters as well.

The immigration of Icelanders, which had been falling off for several years, started again with a party brought by W. H. Paulson, our Icelandic interpreter, in 1897. This

was followed by others in 1898 and 1899, and Icelandic emigration to Canada was thus re-established. A very bad harvest in Iceland in the latter year increased the desire to move, and an appeal for aid to the Icelanders here was met by a remittance of $7,000 towards paying transport. In consequence, Icelandic immigration in the summer of 1900 was the largest since 1893. From information received by the department it was ascertained that a large emigration was contemplated, and Mr. S. Christopherson was sent to the island last winter and did excellent work as guide and interpreter to the people.

Last winter the Icelanders here again sent a considerable sum (nearly $5,000) as passage money, and already a large number have arrived with more to follow. The Icelandic immigration is of a very desirable class, mostly farmers and young people brought up on farms. Much credit is due to the Icelanders in Winnipeg for their kind and generous reception of their people, and I am able to certify that they do not remain long in our immigration hall, men and girls getting immediate employment, whilst married women and their children are temporarily housed with friends in Winnipeg or in the Icelandic colonies.

The number of Icelandic immigrants from the United States is larger, so far, this season than ever before. They come principally from North Dakota, and have mainly settled around the old colonies at Gimli, though some have gone to other places in Manitoba, Assiniboia and Alberta.

In connection with Icelandic immigration Mr. Sigurdur Christopherson reports that he left here for England, and after arranging for transport there went to Iceland, where he worked for three months, visiting all the principal places, meeting and conversing with many of the people whom he had previously notified of his coming. Nine hundred and twenty four souls left the island during the spring and summer of 1900, and many more decided to dispose of their property and leave this year.

SCANDINAVIANS.

Mr. J. W. Wendelbo, our Scandinavian interpreter, submits his report for the past fiscal year with an attached table of arrivals, homestead entries, &c., showing that 294 Swedes, 84 Danes, 194 Norwegians and 233 Finlanders have arrived here from the European countries; and 162 Swedes, 80 Danes, 377 Norwegians and 70 Finlanders from the United States, a total of 1,794 Scandinavian souls. These immigrants were nearly all farmers, and at least 60 per cent of the families brought with them a certain of effects, and all had enough money to make a good start in farming. The Dominion lands agents report 44 Danes, 277 Swedes, 376 Norwegians and 10 Finlanders to have made homestead entry in western Canada during the twelve months, representing 1,920 souls. Of the 884 from the States, 408 came from North and 184 from South Dakota; 140 from Minnesota, 60 from Montana, 40 from Nebraska, 17 from Iowa, 21 from Wisconsin, 16 from Utah, 15 from Kansas, and 79 from various eastern states, the adjacent states having thus furnished the largest quota, proving that the work already done has been faithfully attended to. Scandinavian people, generally speaking, are well satisfied with their new homes, and with the low crop prospects will be more justified to urge their friends to join them. They are a fine class of immigrants, and any effort to secure them will be much appreciated by the Canadian people of the west.

TABLE showing Swedish, Norwegian, Danish and Finlandish Immigration for twelve months ending June 30, 1901.

Nationality.	Where From.	SEXES. Male Adults, 18 years of age and upwards.	Female Adults, 18 years of age and upwards.	Males under 18 years of age.	Females under 18 years of age.	Total.	OCCUPATION. Farmers.	Farm Labourers.	General Labourers.	Mechanics.	Clerks and Traders.	Domestics.	Not Classified.	Total.	DISTRIBUTED DESTINATION. Ontario.	Manitoba.	N. W. T.	British Columbia.	Total.
Swedish	Sweden	166	76	30	22	294	38	14	81		3	31	97	294	10	177	75	32	294
..	United States	238	81	77	66	462	193	1	39		5	8	216	462	38	22	395	7	462
Danish	Denmark	47	14	14	9	84	10	21	13	1	2	3	34	84		50	24	10	84
.	United States	31	18	14	17	80	27	2			2	3	46	80	6	25	49		80
Norweigans	Norway	115	50	19	10	194	51	33	23		5	14	68	194		117	45	32	194
.	United States	269	53	56	9	377	291	3	4		1	3	165	377		28	349		377
Findlanders	Finland	185	38	3	7	233	5	2	171	1		15	39	233	72	42	20	99	233
.	United States	28	14	12	16	70	37		1				12	70			69	1	70
Totals						1,794								1,794					1,794

GERMANS.

Mr. Chas. A. Jones, our German officer and interpreter, reports the total arrivals for the fiscal year at 2,251 souls all told, a very gratifying increase over former years, necessitating much more labour and attention.

The class 'Germans' includes Germans proper from Germany, and German speaking people from the United States, Austria, Russia and Switzerland. Russia furnishes by far the largest portion, all farmers. Austria comes next. The United States supplies an ever-increasing number of these people who are well to do, and arrive here with a large quantity of effects.

Immigration from Germany shows a decided improvement on past years. Mr. Jones' table gives the German arrivals as follows:—From Russia, 1,178; Austria, 471; United States, 425; Germany, 155; Switzerland, 12, a total of 2,251, distributed thus: to Manitoba, 857; North-west Territories, 1,263; British Columbia, 31. The German settlers are reported as having a very large area this season under crop, and that a large number of resident Germans have moved out of the city to Yorkton, the feeling being everywhere jubilant over the outlook.

FRENCH AND BELGIANS.

Our immigration from these sources is fairly satisfactory, and the class of people coming are much to be desired. Mr. Thomas Gelley, one of our French interpreters, has had much to do with the placing of these people. During the fiscal year, 141 souls came from France and were located in Bruxelles, Grande Clairiere, &c., in Manitoba.

and Bellegarde and Alma in Assiniboia. Eighty-five persons came from Belgium, and have been located at St. Norbert, Deloraine and St. Alphonse in Manitoba, and Lethbridge and Edmonton in Alberta.

Our reports from the various places where these people have been located indicate that they are prospering in common with the whole of western Canada.

RUTHENIANS (GALICIANS AND BUKOWINIANS).

The prejudice which existed in some minds upon the first immigration of these people from Austria, it may be said, is now entirely dissipated, except amongst a few implacable persons, who can see no merit in any nationality save their own. Their readiness to assimilate with English-speaking people, and to acquire their language, is one of their most marked features; and, so far from overstocking the labour market, as was feared by some, both men and women have in reality helped to fill those most pressing needs of this country, viz., an abundance of labour in the field, the household, and on railway construction. There are now, including this year's immigration, a large number of Ruthenians scattered throughout Manitoba and the Territories, all of whom, considering their small means and recent settlement, have been surprisingly successful, whilst the communities, as a whole, have been singularly free from serious crimes or even misdemeanours of the ordinary sort, and have been practically immune from epidemics of disease which the local governments have had to cope with at times among other settlers.

All those arriving this year with families settled at once on homesteads near their friends, and as they had previously been fully informed about the country by letter, there was no difficulty in locating them. Some went to township 5, range 6 east, and the remainder to older settlements in Manitoba and the Territories. Their distribution is as follows :—

Edmonton, Alta.	1,252
Rosthern, Sask.	575
Yorkton and Saltcoats, Assa.	585
Sifton, Ethelbert and Gruber, Man.	472
Shoal Lake and Russell, Man.	398
Pleasant Home, Man.	485
Stuartburn and Gruetlal, Man.	495
Whitemouth and Brokenhead, Man.	576
Poplar Park and Gonor, Man.	55
St. Norbert and Cook's Creek, Man.	175
Farm labourers	476
Total.	5,274

A few Russians passed through on their way to North Dakota, where they had friends. All the Ruthenians, after selecting their quarter sections, set to work to erect houses and to cultivate their land. Mr. Cowan, our Ruthenian interpreter, has been engaged meeting all trains with these people on board, giving far-west landseekers, giving information as to homestead regulations, &c., attending to the wants and grievances of old settlers, hiring out Ruthenian labourers and servant girls, and sending them to farmers and others in town and country, and acting as interpreter for merchants doing business with these people.

HUNGARIANS.

The Hungarians settled at Kaposvar, Esterhaz, and a few other points, were estimated in 1898 at about 1,000. In 1899, the immigrants numbered 176, and during the first six months of the following year we received 264. Our accessions during the fiscal year just ended were 521, amounting in all to about 2,000 souls. Some of these have settled in the Indian Head locality and at Zichydorf, south of Regina. They reported well of their progress, and two flourishing communities of farmers are now established there. During this year a new colony has been started in the vicinity of Duck Lake by Mr. Zoltan Von Rajes. The more recent arrivals have mostly trended to the Whitewood, Yorkton and Prince Albert districts, and, as Hungarians rank high in Europe as agriculturists, they will no doubt prosper when fairly settled in their holdings.

I must acknowledge the kind and valued assistance of Rev. Father Woodcutter and others in connection with these people.

DOUKHOBORS.

In my predecessor's reports, the arrival of the Doukhobors, their circumstances and distribution are fully described, and, as most of them have been resident here for nearly three years, a glance at their progress and condition may not be out of place. The Thunder Hill, Good Spirit Lake and Sand River colonies may be grouped as possessing traits in common and identical opinions. Mr. Harley, the immigration agent at Swan River, in his report for the fiscal year, states that 'the first-named colony numbers 1,500 souls, and has made marked progress during the past year. The people are earning money in many ways, and in a short time will be rich. They have bought many horses, cattle and implements, have 800 acres under crop this year, and are preparing to double this quantity next spring. The health of the colony, on the whole, is good.'

The other two colonies, I am able to state, are also in a forward condition. The Good Spirit Lake people have a large crop, have gone extensively into the raising of cattle and horses, and are entirely self-supporting. Many of them have already separated from the community principle, and are now doing for themselves on their own homesteads. Several villages have asked for special brands for their cattle, and it would thus seem that their rigid system, under a growing feeling of security, perhaps, and a just administration of Canadian laws, is sensibly relaxing. The Sand River colony is the more advanced of the two, having a large area under cultivation—in some villages from three to four hundred acres—and owning much machinery.

The 'Cyprus' colony is progressing too, but not so rapidly as the others, owing to the exhaustion of their means in Cyprus, though some villages have gone largely into cattle. I may say with reference to their views regarding marriage, that a Bill has passed the territorial legislature making the Doukhobor marriage binding.

The Doukhobors are exceedingly hospitable, giving their best to strangers. They are intelligent and handy in other respects; have constructed several substantial bridges without thinking of asking for government aid; also an excellent ferry, and are now building windmills to make their own flour. Other domestic arts survive amongst them, such as weaving, for which they make their own looms, turning, &c., and show considerable ingenuity. Their flocks of sheep are increasing, and many garments are made complete from the natural wool. For the rest, as farmers and producers, there can be no doubt about their success. The villages are all now self-supporting, and will have grain and cattle to sell this fall. Those, in fact, who know them best respect them most, and consider them a desirable acquisition to the country. Their credit with merchants is established, and their word is as faithfully carried out as a written agreement would be.

The foregoing applies particularly to the Saskatchewan colonies, who are showing greater appreciation of Canadian institutions than the others. It may be added here that in general, the health of all the colonies has been very satisfactory.

I am pleased to express my opinion that only a small number of Doukhobors will seek work beyond their own farms after this season, but will engage exclusively in raising grain and cattle.

I am also glad to report that every Doukhobor who left Canada in 1900 to work in California returned to the country well pleased to remain north of the international boundary.

I desire to express very sincere appreciation of the work done among these people by our officers and by visitors to these settlements, who have offered good and disinterested advice. I feel confident the results will be highly beneficial and prove conclusively the wisdom of securing this hardy class of farmers for western Canada.

MOLDAVIANS.

In the latter part of April last a party of Moldavians, of a hardy agricultural stock were settled at the File Hills, north of Fort Qu'Appelle, on homesteads in the vicinity of township 15, range 14, west of 2nd meridian. The Germans of Ebenezer came here under similar circumstances and are now exceedingly prosperous. If these Moldavians have equal industry and perseverance they will in a few years be equally well off. By next spring each of their homesteads will have, besides necessary buildings, several acres in crop. Already their exertions have marked them as an acquisition to our rural population, and they are fortunate in having the guidance of Mr. Donald H. McDonald, the local member of the Territories legislature, who takes a direct interest in the welfare of all new comers.

SETTLEMENTS GENERALLY.

The Icelandic, German, Scandinavian, Doukhobor, Ruthenian, and all other settlements are now under the constant inspection of Mr. C. W. Speers, General Colonization Agent, and a comparative estimate can be made as to their progress and circumstances. In consequence of this supervision their interests are protected, useful information or advice is given, and irregularities, where they occur, are readily adjusted. Nothing more on this head need be added here, as these matters are exhaustively treated by Mr. Speers in his report for the fiscal year. It may be added, however, that with a view to the prompt settlement of new comers, suitable districts are selected beforehand, so that there is now no delay in placing them no matter in what number they may arrive.

A feature to be noted concerning these alien settlers is the wonderful expansion of ideas taking place amongst them through a constantly increasing communication with English speaking people, coupled with a growing appreciation of the productiveness of the country and its great possibilities for themselves and their posterity.

The time of Mr. Speers is very fully occupied the year round, as he has to cover a very large area in the exercise of his duties.

HEALTH.

In the monthly reports of Doctors Corbett and Pearson sent direct to the headquarters, full details are furnished on this head, and nothing further need be said here.

other than to mention that the two most serious inconveniences of the season have been the outbreak of small-pox in some parts of the Territories, and the quarantining of the ss. *Lake Superior* at Grosse Isle. Generally speaking, the health of the various colonies throughout the interior is good, and any sporadic outbreaks of infectious diseases are by energetic measures speedily stamped out.

Under our present system of health inspection during transit, every new settler is examined on the train by one of these physicians.

DOMESTIC SERVANTS.

Many of those passing through our hands are Galicians, an intelligent class of girls who learn English, and adopt Canadian ways surprisingly fast. It is estimated that over a thousand of them are now in service in town and country, and though, like other girls, they vary in acquirements and quality of service, yet, generally speaking, they are doing well, and through their intimate association with English speaking families will be of service hereafter in facilitating the assimilation of the Galician people.

Some 40 girls were brought out by Mrs. Sanford this spring from the United Kingdom who were all well placed immediately on their arrival, and are giving satisfaction. This undertaking has been carried out by Mrs. Sanford largely on her own responsibility with such assistance as I could give; her thorough experience may be of great service hereafter in inducing many other desirable domestics to immigrate to this country, as there is real need of many hundreds of good domestic servants in city and on the farm at good wages.

FARM HANDS AND EMPLOYMENT BUREAU.

During the fiscal year 905 incomers applied for farm employment at this office, 439 of whom were English, principally young men, 87 Scotch and 44 Irish, the remainder being mostly German and Scandinavian. In the same period 498 applications were received from farmers in the province and territories for experienced hands, and 496 for inexperienced. The applicants for farm work, therefore, had no difficulty, as a rule, in procuring employment, and as they were generally of a good class, well set up, intelligent and healthy, few complaints have been received as to their conduct or efficiency.

Not included in the foregoing is a very large number of Galicians, Doukhobors and others who passed through this office to various employments obtained for them, mainly on the railway, though, of course a good number went to farmers. These men, with few exceptions, have proved to be good workers, and have given general satisfaction to their employers, though demanding the same rate of wages as any other nationality doing the same work.

Under direction of the minister the various agents of Dominion lands throughout the west have also been of much assistance in their respective offices in bringing together the farmer and the new comer seeking work.

DELEGATES.

During the past year 262 American delegates made an extended examination of the province and territories, and upon their return to Winnipeg, without exception, reported in the most favourable terms their impressions of the country. They were not only

delighted but enthusiastic as to the future of western Canada, and stated their intention of spreading the truth throughout their respective states, and of themselves returning to settle in the country. They came mainly from Nebraska and Kansas, the two Dakotas, Minnesota, Iowa, Indiana, Ohio, Illinois, Wisconsin, Missouri and Michigan—the great agricultural states of the American union. These delegations are engineered by our agents stationed in these states, are met and attended by our large staff of land guides outside Winnipeg, and are of great effect in enlightening western American farmers and drawing their attention to this country. It may be added that the correspondence of the great body of American farmers already settled here is also having a marked influence upon emigration from those states. There is, in fact, no immigration stimulus more powerful than the favourable correspondence of men who have prospered in the country, which correspondence I have reason to believe is rapidly increasing and already has had a noticeable effect.

SALES OF LANDS.

In preceding reports the commissioner has included the yearly sales of land by the Hudson's Bay Company and the Canadian Pacific Railway Company, the greatest landholders in western Canada aside from government; this as exhibiting the annual increase in the volume of transactions and as an index to the extension of settlement. The Hudson's Bay Company has sold at least $100,000 worth of land, and probably the Canadian Pacific Railway Company has sold even more. The price obtained for Hudson's Bay Company lands averages as usual about $5 per acre, against 64,593 acres for $321,698 for the previous calendar year.

The total sales of Canadian Pacific Railway lands for 1899 were 416,807 acres for $1,327,667; for 1900, 431,986 acres for $1,377,715.

WINNIPEG DISTRICT VACANT LANDS.

The demand for these lands is on the increase, and the sales for the first six months of 1901 exceed those of the same period in any former year. Mr. W. Laugmuir Watt, who manages them in the interest of all concerned, states that this year there has been a very brisk demand, and a large quantity has changed hands. The Vacant Lands Committee has furnished a new and useful hanging map of the district, showing the land for sale plotted out in red, also a Winnipeg pamphlet printed in Norwegian, and these are being distributed from this office and through our United States agencies.

The demand still keeps up, and a good harvest will make this the heaviest year of the Winnipeg district. Americans have bought largely of these lands, their declared intention being to place settlers on them, so that if this purpose is carried out, these sales will be of immense value to the city and district. A new list should be prepared by the Vacant Lands Committee for distribution early next spring.

IRRIGATION IN SOUTHERN ALBERTA.

The main irrigation canal constructed by the Canadian North-west Irrigation Company connects the source of supply at St. Mary's river with Lethbridge by a main 115 miles long. Our travelling agent at Lethbridge, Mr. Gray, reports that although the undertaking is only in its infancy, some have already purchased claims along the canal, and in a few weeks are able to show a promising crop of hay or fall-sown grain.

and it is expected that in the near future all these irrigated lands will be settled by prosperous farmers.' In a letter received from Mr. McGrath, the manager of the company, he states that 'the irrigated acreage sold to June 30 last amounts to about 24,000 acres. The population,' he adds, 'of Stirling and Magrath settlements amounts to about 1,200.'

The rainfall this season has obviated the necessity for extensive general use of the water in the irrigation canals.

RAILWAY EXTENSIONS.

The necessity for increased transport facilities by rail still exists, and demands are being made by various communities in the interior which it is the desire of all to see met in a just and liberal spirit.

With increased railway mileage the work of the department will be materially assisted, if the prospects for a largely increased immigration are realized.

RAILWAY COURTESIES.

I have much pleasure in stating that in the conduct of our immigration business much of its success is due to the action of the railway companies in affording satisfactory transportation facilities. I have invariably found them ready to render assistance, and by prompt transport and delivery of stock and effects facilitating speedy access to the land.

CROPS.

A much larger area is under crop in western Canada than ever before, that in wheat in Manitoba alone being placed at 2,011,835 acres, an increase over last year of 554,439 acres.

Of oats there have been sown 689,954 acres, 191,000 of barley, 20,978 of flax, and a considerable area in rye, pease, corn and buckwheat. Brome grass promises to be largely cultivated, there being over 7,000 acres laid down. The potato acreage is estimated at 24,420, and roots at 10,214. In the Territories last year, where the rains were abundant, the average yield of wheat from threshers' returns was 20·70 bushels.

It is a favourite assertion of land agents and other persons interested in the western States, that western Canada is more subject to drouth than are states to the south. Experience year after year has shown that the facts are the other way, a truth never better exemplified than by the climatic conditions in both countries this very season. No part of western Canada is suffering from lack of moisture, whilst many of the western states are threatened with a total failure of their principal crop from this cause. Western Canada is no more subject to drought than any other part of the American continent. Certainly the prospects of an abundant yield were never brighter in this country than at present.

CATTLE.

The following statement is a sufficient index of the progress of stock-raising, to which any extended reference is unnecessary, though many thousands of cattle have

been handled by other dealers who have not favoured me with a statement. The grass of the Canadian west is at its best this season, and cattle are shipped from the ranges for export to Great Britain. The nutrition in our native grasses is proverbial and a wonder to stock-raisers.

There appears to be a noticeable tendency to discard large herds of scrub cattle, and to breed smaller herds of good grades, that keep their flesh and condition after the long journey to the British markets.

Messrs. Gordon and Ironsides inform me by letter, that from May 1 to December 31 of 1900 they bought cattle out of the following districts, which they classify as per Canadian Pacific Railway main line and branches, viz. :—

	Head
Emerson branch	1,970
Deloraine branch	3,175
Glenboro and Estevan branch	2,130
North-western, Winnipeg to Yorkton	2,800
Main line, Portage la Prairie to Qu'Appelle	2,295
Main line, Qu'Appelle to Medicine Hat	7,394
Main line, Medicine Hat to Calgary	18,400
Prince Albert branch, including Battleford	7,510
	52,570

Of this number 42,700 head were shipped to Montreal for export. In 1898 their purchases were 26,000 head, and in 1899 30,300, showing a remarkable increase in two seasons.

The Canadian west rightly maintains its position as a stock-breeder's paradise.

HORSES, SWINE AND POULTRY.

The breeding of horses is rapidly increasing, there being now over 20,000 on the ranges in southern Alberta alone. They have almost, if not quite, recovered their old-time value, and the demand is now greater than local breeders can supply. It is reported that whole train-loads left Lethbridge, realising handsome prices.

The raising of hogs is also making headway. Last year Manitoba alone supplied for all purposes about 25,000 hogs. Yet there is a good market for many thousands more to supply the packing-houses in Winnipeg, one of which is being enlarged in anticipation this year.

In poultry-raising, there is a slight falling off in turkeys, but an increase in geese and chickens, of which, in round numbers, 29,000 and 27,000, respectively, were raised last season. This is far from supplying the local, not to speak of the Eastern Canada and other markets, and much money goes out of the west for poultry, which might be kept in the country if farmers generally gave this branch of industry the attention it deserves.

DAIRY PRODUCTS.

I have as yet received no data from the Territories, saving a statement from Mr. Marker, superintendent of creameries, that the output of creamery butter for the fiscal year was 301,271 pounds. The quantity of dairy butter was not obtainable.

Mr. Murray, the Manitoba dairy superintendent, has furnished me with statistics for that province. The creameries and cheese factories opened this season generally in the first half of May. Last year's success has lead to an increase of herds, and the pastures are in fine condition. There were but five creameries prior to 1895, now there are twenty-nine in operation, with the prospect of a considerable addition next year. The output of dairy butter last year was 2,083,920 pounds, which sold at an average of 14·45 cents per pound, and of creamery, 1,254,511 pounds, which sold at 19·18 cents. Of cheese (factory), the output was 1,021,258 pounds, sold at 10·92 cents, the total value of all being $643,991.09, an increase of $173,432 over the previous year.

We may look for like results in the Territories, so that before long western Canada will take high rank as a dairying country. After supplying local demands the market at present for our dairy products is British Columbia.

SEED GRAIN.

At a few points in Manitoba and the Territories applications were made for the advance of a small quantity of seed-grain to those isolated cases of loss from hail, and after proof of loss and need, sufficient grain was advanced to seed the land proven to be ready for crop. This was judiciously handled by our officials, and liens in each case were taken upon the recipients' lands, payable at the end of this year, so that advances are fully secured. There can be little doubt, with the prospect of an abundant harvest, that these liens will be almost, if not fully, repaid out of the proceeds of this season's crop.

PLOUGHING MATCHES.

Ploughing matches now receive much encouragement, the municipalities and individuals furnishing the prizes. They take place about the month of June, and a dozen of them have already been held in Manitoba. The ploughs used are mainly gang and sulkeys, with an occasional match of walking ploughs.

Interesting experiments with a newly invented rotary plough are eagerly anticipated by large progressive farmers.

DRAINAGE AND BRIDGES.

An elaborate system of drainage, necessary in certain districts, is being carried out in the province of Manitoba, which will open many tracts of overflowed land to agriculture. Survey parties are this year opening drainage ditches which owners of land have petitioned for. Seventy thousand acres have been drained on Mosquito creek, in the municipality of Franklin, and measures are being taken to drain the Rosser district and westward, securing from overflow probably 200,000 acres there. The Big Grass marsh, covering a large body of land north-west of Portage la Prairie, is also to be dealt with at an early date. These are the most notable propositions, which it is to be hoped will be speedily carried out, as there is an increasing demand for this character of land, at enhanced prices.

No great injury is reported from prairie or forest fires during the past year. Some bridges, however, were affected by the heavy spring freshets, and in future it has been suggested that all important bridges should be built of iron or stone. It is to be hoped that the several local governments will make the largest possible appropriations for these most important needs in developing the west.

EXHIBITS.

Our agents in the United States have been furnished through this office with an ample supply of grains, grasses, sections of soil and blocks of coal for exhibition by them at the great agricultural state fairs last summer and autumn. Besides these supplies to our agents, samples were forwarded upon application to private individuals in various States, who made good use of them, I believe, at local fairs in their several localities.

Over 5,000 American visitors attended the Winnipeg fair on Americans' Day, and those presenting themselves at our information bureau at the fair were freely supplied with literature, which has undoubtedly helped towards securing the increased immigration of United States citizens apparent during the fiscal year.

WINNIPEG IMMIGRATION HALL AND OFFICE.

Notwithstanding the increased convenience and shelter for immigrants at the East Selkirk building, the demands upon the accommodation of the hall here are very great, and are almost continuous. Large numbers of people daily visit the office on all conceivable kinds of business, and innumerable inquiries upon a great variety of subjects are answered by the staff of officials.

IMMIGRATION HALLS AND TENTS ELSEWHERE.

Halls have been erected by the government at Dauphin, Yorkton, Brandon, Regina, Rosthern, Prince Albert, Calgary and Strathcona, and buildings have been rented at Minnedosa, Birtle, Portage la Prairie, Qu'Appelle Station, Lethbridge, Red Deer, Lacombe and Edmonton. One or two of these may occasionally be overcrowded, but upon the whole immigrants are well cared for. In addition, I have distributed commodious waterproof tents at other points, viz., at Sifton, Swan River, Oxbow, Hague, Saskatoon, Duck Lake, Alameda, Bellegarde, Millet, Macleod, Olds, Didsbury, Pincher Creek, Wetaskiwin and Leduc. I think that the existing accommodation will be found sufficient, at all events for this season. Nevertheless, the department may be called upon at a moment's notice to provide shelter at some new point where immigrants may have newly started.

The calling in and redistribution of tent accommodation requires continuous care to provide real need of shelter wherever immigrants may from time to time arrive on their way to new locations. By many an immigrant with a large family, without means to lodge them in hotels, this provision by the department is much appreciated.

TOWNSHIP REGISTERS AND MAPS.

As usual, our land indexes, showing the identical homesteads entered for, and township plans, have been in daily request, and are of much assistance to land seekers, while the demand for maps is incessant. There is a very good sectional map of the province for general circulation.

CORRESPONDENCE.

The number of letters received at this office during the year is 16,593, and those despatched numbered 17,235, a total of 33,828. During the year under review, letters

of inquiry have been received from points so far apart as the Falkland Islands, the Soudan and Patagonia, an evidence, if nothing more, of the widespread repute of western Canada, and of a desire for definite information, stimulated, no doubt, to a large extent by the reputation achieved in South Africa by the Canadian contingents.

In addition to correspondence, immense numbers of maps and descriptive pamphlets, freely supplied by the department, have been mailed to all quarters.

RECORD OF ARRIVALS.

It may be interesting to note that an exact record is kept by name, nationality, &c., of every new arrival reported to this office, a result obtained only by the adoption of a system of checking by agents travelling on trains.

SYNOPSIS OF REPORTS OF IMMIGRATION AGENTS ON TRAINS.

J. M. McGOVERN, travelling immigration agent, Port Arthur, reports that he has this summer been on the road mainly all the time. His duty is to meet trains about 150 miles east of Port Arthur, check names, nationalities, proposed occupation and destination of immigrants, and report (including westbound arrivals by steamer) daily to this office; also to see to their treatment, ascertain their wishes, and give all necessary attention, advice and information about changes of cars, routes, &c., which is constantly required by new comers. The cleanliness of cars, a supply of good water and of provisions purchaseable at reasonable prices, are important matters to immigrants en route.

Last year's immigration from the United States via Port Arthur was most satisfactory, and, through the activity of our agents, reports of delegates and settlers' correspondence, it is likely to assume very large proportions. Arrivals from the older provinces were, in numbers and class, about the same as the previous year, with the like stock and effects. There has been no serious disease among the people en route.

D. W. AGNEW, Moose Jaw, Assa., reports 3,888 souls and 502 cars as having crossed into western Canada at Portal, between February 5 and June 30 last.

Very few of these located along the 'Soo' line, the settlers there for the fiscal year having been mainly Canadians, of English, Scotch and Irish descent, together with a number of Swedes, Norwegians and Germans, all of whom appeared to be good settlers, and the majority to be in good circumstances. They were distributed as follows: Pasqua and Moose Jaw, 83; Drinkwater, 3; Rouleau, 23; Milestone, 11; Yellow Grass, 6; Weyburn, 9; Estevan, 73; North Portal, 9; in all, 217 souls, with their effects in 34 cars. Some deduction, however, must be made from the Estevan, Pasqua and Moose Jaw figures, for a number of immigrants who subsequently went to Balgonie district. The soil along the 'Soo' line is very rich, varying from sandy loam to heavy clay, according to locality, and the crops are looking well. The sinking of supply wells in the centres of townships by the Territories government and the Canadian Pacific Railway Company, if such co-operation could be obtained, would be much appreciated. This, I consider, is a very important matter, on account of the remarkable fertility of the region otherwise, which will justify a liberal expenditure in sinking test and supply wells at central points.

S. GRAY, Lethbridge, Alta., reports the number of settlers from February 5 last to the end of June, from the United States via Coutts, and by highway between Maple Creek and the western boundary of Alberta, as 871 souls, and the value of the stock, &c., they brought in as $121,688. The nationality is as follows: 581 Americans, 54 returned Canadians, 69 English, 32 Scotch, 5 Irish, 4 Welsh, 10 Germans, 21 Austrians,

10 Scandinavians, 13 Danes, 65 Finlanders, 2 Russians and 5 French. Of these, 343 went to the Mormon settlements at Cardston, Stirling and Magrath; 253 to other parts of southern Alberta; 173 to northern Alberta, along the Calgary and Edmonton Railway; 52 to British Columbia; 1 to Saskatchewan; 35 to Assiniboia, and 14 to Manitoba.

He reports the immigrants to be sturdy, industrious people, with sufficient capital and intelligence to insure success.

Settlers in southern Alberta are delighted with it, and it is expected that immigration there will largely increase. Fall wheat can be grown successfully, as well as all other grains, roots and vegetables. The soil is also admirably adapted for sugar-beet culture, and before next season it is expected a large sugar factory will be erected at Brandly, a station on the St. Mary's branch of the Alberta Railway, an undertaking eagerly looked forward to by the settlers. Mr. Gray's information regarding irrigation at Lethbridge is embodied in the paragraph of my report descriptive of this enterprise, and need not be repeated here. On the vast and well-grassed areas of southern Alberta, he states that there are now at least 20,000 horses, 145,000 cattle and 30,500 sheep.

The collieries at Lethbridge, managed by the Alberta Railway and Coal Company, he reports as employing 400 men at the pits and 250 in the railway department, the output of coal for the first six months of this year being, he is informed, 86,366 tons.

From the prosperous condition of things generally one can forecast a largely increased immigration during the coming year.

SYNOPSIS OF REPORTS OF IMMIGRATION AGENTS IN WESTERN CANADA.

D. Morrison, East Selkirk, Man., reports that the hall there has accommodated during the year 5,290 German and Galician immigrants destined for points westward. The hall has been greatly improved by whitewashing the walls and painting the woodwork, thus relieving its appearance. Other desirable repairs and improvements including a fine root-house have been effected.

The office and storeroom, he adds, have been made much more convenient and comfortable.

William Bratt, Brandon, Man., reports a satisfactory year's immigration to Manitoba. American delegates should be invariably taken, he thinks, to the Brandon Experimental Farm, as here they can obtain a wider variety of culture samples showing the fertility of the soil and the capabilities of the climate than upon individual farms. He considers the institution a great stimulus to immigration, and that owing to the visits of Americans much land in the locality has changed hands. They see what the soil will produce by being properly treated.

Paul Wood, Sifton, Man., reports having guided during the year 150 settlers, and having obtained temporary employment for over 200 settlers, a fair proportion of them being girls, who went to all parts of the province as domestic servants. He also has acted as interpreter at the Dauphin land office, reporting upon land entries, cancellations, valuations of improvements, &c. He spent some seven weeks besides examining the country between Ethelbert and Fisher's Siding to ascertain the area available for settlement, and the most desirable centres.

Galicians settled two years or more are doing well, and as a rule are contented. Cattle are well kept and of superior quality. The people are recognizing the need of schools; two more public schools through his instrumentality are now established amongst them. Numbers of Galician children attend the other older schools with Canadians. He suggests that newly surveyed townships should be placed in the market as soon as possible after survey. It was owing to scarcity of surveyed land that squatting in many cases took place.

Hugh Harley, Immigration Agent for Swan River, Man., reports a steady influx of settlers during the past year, principally from Ontario, England and the United States. Arrivals from the agricultural counties of England, Scotland and Wales with capital and experience have been numerous. There are about 9,000 acres under crop this year, and looking well, so that much grain will go out after harvest. Two municipalities have been formed, so that roads and bridges will be attended to. The demand for land keeps up. There are many homesteads available for mixed farming and abundance of good railway lands. Besides many sales of Hudson's Bay Company lands 15,540 acres of other lands have been purchased. A large number of new buildings have been erected on farms and in the three villages, and signs of prosperity are seen on every side. There are now six post offices in the Swan River Valley, 15 school districts have been formed and new school houses are being built. The timber is splendid, the water good, the soil excellent, throughout the whole Swan River Valley. There are now five saw-mills, a planer and a sash and door factory at work. A number of the first settlers are entitled to patents, and in some instances from $1,800 to $2,000 have been offered for these new farms and refused. He reports the immigrants of this year to be of a very superior class. The majority have means, and all have at least enough to give them a start. Thoroughbred stock is being brought in largely, 127 car-loads of stock and effects arriving during the year. The government tents have been of good service to many new arrivals. He concludes by describing the condition of the north colony of Doukhobors at Thunder Hill, which will be found elsewhere referred to in my report.

C. J. Thomson is our immigration agent at Virden. His operations have included the conveying of French immigrants from Quebec to Antler station on the Pipestone extension en route to St. Maurice, a settlement formed a few years ago in the Reston district; the driving of land seekers from Scotland and the States at different times to various localities, and facilitating their homestead entries; waiting arrival in Winnipeg of Belgian delegates; placing experienced Scotch farm hands with good farmers; attending Winnipeg exhibition and distributing descriptive literature; ascertaining at various points the number of farm hands required for harvesting and arranging for the sending of Doukhobors and Galicians to different districts.

He reports the young men sent to him in April to place with farmers as prospering. He has always done his best to get immigrants to take up land in the Virden district rather than go a long distance, but adds that it is not easy to get men in search of homesteads to purchase land. Much depends upon what money they have brought. His report recommends that lines be ploughed where needed or corner posts put up, so that any one can locate the quarter-section he wants. At certain seasons farmers would be willing to do the work at reasonable prices.

J. S. Crerar, Yorkton, Assa., reports immigration into his district during the past year as larger than usual, especially from Iowa, Minnesota and the Dakotas, and mainly settled in the Beaver Hills district. Some German families from Nebraska joined a Russian German settlement in the Wallace district, and in spring forty Galician families arrived and settled north-east of Yorkton in the Crooked Lake and Bear Hills colonies. Twenty cars of immigrant effects came to Yorkton from the States and eleven from Ontario, and all the parties mentioned had more or less means, and are delighted with their change of habitation. Galicians and Doukhobors got employment till late in the season with farmers, railways and constructors, and earned much money to tide them over the winter. He reports fifty per cent more land under crop this year than last, with indications of a heavy and early harvest. All industries connected with the land are increasing and the whole district is prosperous, with no sickness to report amongst the many nationalities settled there.

C. Stemshorn, Regina, Assa., reports 995 arrivals there for the fiscal year, many of whom settled in the district, whilst others went north to Prince Albert. The nation-

alities were as follows: 531 English, 356 Germans, 13 Scandinavians, 49 Galicians, 34 French, and 12 Russian.

The hall was occupied, counting the time of use by each, for 7,607 days. Most English and Germans, from the United States brought one or two cars of stock. The new comers pulled through the long winter better than was expected, only a few who came in November requiring temporary assistance. He notes that no Doukhobors came to the district for employment this season as they formerly did. He states that the Germans this year were well supplied with means; some of them bought and paid from $1,500 to $2,000 for improved farms.

T. Copland, Saskatoon, Sask., reports satisfactory progress in his district, and the promise of a great harvest, more than double that of last year. Cattle and pigs are largely raised, and new houses and barns are going up in all directions, and settlers are planting trees round their dwellings—a sure sign of satisfaction. He states that inquiries from the various United States are greatly on the increase, and that delegates who examined the district were enthusiastic in praise of both land and climate.

Gerhard Ens, Rosthern, Sask., reports on German, Galician and other immigration. Large numbers began to arrive in spring, all were farmers and are now located or hired out. About six train-loads of German Americans from Kansas, Minnesota, Nebraska and the Dakotas, first class settlers with means, and two train-loads of Galicians and Hungarians also came in spring, who are placed on good land. Mr. Ens has done much work in the way of correspondence in securing employment for immigrants, taking charge of numerous delegates, and helping the Doukhobors settled west of Rothsern to locate their homesteads so that their entries could be made. He reports them and the Galicians as very prosperous, their crops wonderful—some winter wheat amongst the latter promising 35 bushels to the acre. He calls attention to the attractions of the unsettled Hoodoo and Beaver Hill Creek district, where the soil is first class, water plentiful and timber within easy reach. The duties Mr. Ens is called upon to perform cover a very large territory, and his time is very much taken up.

L. B. Cochran, Medicine Hat, reports immigration much in excess of last year, and a desirable class with fair means. The Germans in the Josephsburg district are good citizens, happy and contented and well to do. The rainfall this spring is greater than since 1884. He reports losses to stock last winter as nominal, the calf and lamb crop being exceptionally good. Stock prospects were never better, shipments for six months ending June 30, being 1,633 head. Mr. Cochran has placed sixty men with ranchers during the year at fair wages, visited several parts of his district and found all settlers satisfied, and looks for a very large immigration next year.

James Winn, Calgary, Alta., reports a large correspondence from Great Britain, the United States and Canada, asking for information as to the advantages his district offers to new settlers. Delegates and others who visited the hall were surprised at the samples of grain and grasses on view there, having been led to believe that the region was fit only for ranching. On the contrary, he says, mixed farming has of late years been very successful, and fully compensates farmers for their labour. Many thoroughbred cattle have been brought into the district during the year, and sheep ranching has increased. Horse ranches are profitable. Cattle shipments were above the average, and young cattle throughout the district are in prime condition. Range grass is abundant, hay will be amply secured, and brome grass is an extraordinary crop, and will supplement other grasses in the future, many settlers seeding down increasingly this grass every year.

During the fiscal year, 2,675 immigrants were afforded accommodation in the immigration hall at Calgary, but he estimates that 13,425 immigrants landed at Calgary during the time who did not pass through the hall, proving the necessity of adding at least 25 per cent to the reported returns. The value of stock and settlers' effects which passed through the customs at Calgary for the current year was $416,210.

THOMAS BENNETT, Strathcona, Alta., reports the arrivals of immigrants at his agency during the past year as 4,463, as against 3,123 in 1899, and 2,595 in 1898. They consisted of 2,191 from Austria, 1,390 from the United States, 598 Canadians, 225 Germans, 59 British.

The settlers, from reports he has received, are prospering. Already, he says, 852 men have gone to work on the Canadian Pacific Railway from his district, 785 of whom were Galicians.

The incomers from the United States are, upon the whole, a well-to-do class. Many bring stock and implements and buy improved farms, if to be had. Canadian and German immigration has increased.

Mixed farming is a success, and good prices are got for cattle, horses and hogs, so that farmers at a distance from stations can do about as well as those near to it. Homestead entries are far in excess of last year, and settlement is extending fifty to seventy-five miles east of the railway, the land being excellent and adapted to mixed farming. American delegates were loud in praise of the country, and astonished at its products, predicting an immigration to the district of hundreds of thousands from the United States. He reports four large gold dredges in successful operation on the Saskatchewan river, and the number likely to be increased next season.

C. W. SUTTER, Edmonton, Alta., reports that he spent two months last winter in Indiana and Kentucky, working in conjunction with Mr. Holmes, our immigration agent at Indianapolis. He visited a Kentucky German and Swiss colony which he believes may be induced to emigrate, one family, in fact, having since settled in Alberta. He interviewed many Dunkards in Indiana, and visited their leader and adviser, Mr. Frank Fisher, who finally decided to visit this country and see for himself. He came last month (June) with Mr. Holmes, and was so satisfied, that these Dunkards will probably in future emigrate to the North-west. The Galicians are making good settlers, extending cultivation, increasing their horses and cattle, and in every way improving their condition. Their purchases of implements last season, including two threshing outfits, amounted to over $60,000. They are also bonusing a proposed grist-mill in their midst, and their prospects for this season are very bright. The chief feature of the last year's immigration is the large influx of a desirable class from the United States. They are experienced, English-speaking western farmers, he says, who understand our institutions. The Edmonton hall is continuously occupied by a succession of the best English-speaking settlers. Aside from accessions which did not come in contact with officials, the approximate immigration to the large district contiguous to Edmonton for the year is, of English 613, Scotch 684, Irish 346, Germans from Austria and Russia 1,284, Scandinavians 1,734, Belgians 146, Galicians 623, United States 5,389, Canadians 2,285, other countries 229 ; total, 13,333.

SYNOPSIS OF REPORTS OF LAND GUIDES.

C. TOMLIN, Dauphin, Man., reports the number of immigrants who used the hall there since the beginning of last September, when record commenced, as 441. About 300 others arrived who stayed elsewhere. With few exceptions, their appearance was good, and many of them had considerable money. He reports considerable work in lumber camps for capable men.

JOHN MENZIES, Shoal Lake, Man., reports that he has been in close touch with the Galicians since they first settled in the Shoal Lake, Rossburn and Strathclair districts. There are now nearly 1,700 souls comfortably settled there, with fairly good buildings and homesteads, and apparently contented. The men work in spring and summer with our farmers, and in winter cut firewood, which they sell at good prices to settlers to the south of them. The young girls find homes in private families and boarding houses, and in nearly every case have turned out well, earning, some of them, from $10

to $15 a month. They take pride in their appearance and dress, and look much like other girls. Some of the men have a mechanical turn, and have made their own waggons and sleighs, rude and ancient in style, but serviceable. Their cattle wintered in good shape. There will be lots of work for them this season, and he thinks that when these people get a solid footing they will make good and useful citizens.

W. H. McDougall, Reston, reports that the district westward to the 'Soo' line has filled up rapidly during the past three years. Generally speaking, the settlers coming in were a good thrifty lot; two-thirds were Canadians, and the balance English, French and German. The lands selected north-west and south-west, when ploughed and the stones removed, take on a much improved appearance, and the values are rapidly increasing in this locality. Mr. McDougall states that there is not an available homestead within a number of miles of Reston, but there is land for sale on very reasonable terms, and he believes that both the poor and the rich man will succeed in his district.

H. Whitlock Estevan, Assa., reports twenty-eight actual settlers for the year, besides numbers who have entered for homesteads, but are not yet residents. Crop prospects were very promising, and rain abundant. Water is found in his district at a depth of from ten to twenty feet, and coal is plentiful. He thinks land-seekers should be directed to Estevan, as this and the Moose Mountain settlements are only about twelve miles apart, and the seeker can find homesteads by driving eight or ten miles from there, whereas, otherwise, he has to drive from thirty to forty miles. He estimates the crop area at 1,100 acres.

J. S. Grant, Osler, Sask., reports the arrival at that point of 46 immigrants from Minnesota and 101 from Manitoba. They are nearly all Mennonites, whom he describes as clean, thrifty, industrious and, in most cases, well-to-do, many of them bringing in two to three car-loads of settlers' effects, and money enough to erect comfortable and, in some cases, extensive buildings. He reports sufficient government land to accommodate 100 homesteaders as still available within ten miles of Osler Station. Though some sections of the locality are passed by as stony, they are in reality choice farm lands.

A. E. Cuinn, Melfort, Sask., reports beginning duty about May 25 last by showing prospective settlers the lands in the Carrot River district, particularly the Willow Creek and Leather River country. Subsequently, in June, he conveyed land-seekers from Kansas, U.S.A., Ottawa, Ont., Carberry and other places in Manitoba, through portions of the district, being engaged on this duty nearly the whole month.

The necessity of a land guide at this point, so far east of Prince Albert, indicates very plainly that settlement is spreading over the Territories at a very rapid rate.

Joseph M. Smith, Red Deer, reports having taken over 300 people through that country during the fiscal year.

During the year twenty improved farms, 100 Canadian Pacific Railway, 60 Saskatchewan Land and Homestead Company, and a few Hudson's Bay Company pre-emption sections have been sold in this district. The ranching industry of Red Deer is now equal to that of any other district, crops look well and hay most promising.

Cook Meyer, Ponoka, Alta., reports having taken about 700 persons to land during the fiscal year, of whom 96 were of foreign birth and 108 of foreign extraction. Canadians numbered 37, and 409 were Americans, of whom 112 came from Nebraska, 60 from Iowa, 50 from North Dakota, 26 from South Dakota, 8 from Montana, 12 from Illinois, and 35 from Ohio, and 100 non-descript. Of the whole number, 98 were delegates, and the remainder homesteaders and land-seekers. The district is pretty thoroughly settled for twenty miles east and west of the railway, the Canadian Pacific Railway lands being disposed of for a considerable distance, and the Indian reserve well sold out.

J. N. BURDICK, Lacombe, Alta., reports 22,000 acres of Canadian Pacific Railway land and 3,000 acres of Hudson's Bay Company land sold during the past year in that district, in addition to 79,360 acres homesteaded, the immigrants representing about 2,600 souls. About 100 families are settling on land near Gull lake and Buffalo lake, which should be surveyed and opened for entry at once. He thinks this land the cream of the district. The new immigration hall has been occupied at times by as many as eighty or ninety English-speaking people.

SYNOPSIS OF REPORTS FROM DOMINION LAND AGENTS.

The newcomer is immediately brought in contact with these agents, and I can bear testimony to the willingness with which these officials have added to their ordinary duties, by the giving of information and useful advice that a newcomer really needs. To the efforts and interest of these land agents must be credited a fair measure of the successful work of this branch of the department during the past year.

The following extracts will be of interest :—

L. J. CLEMENT, Brandon, Man., reports that entries have been made chiefly in townships 5, 6 and 8, ranges 29 to 34, west—north and south of the Pipestone extension of the Canadian Pacific Railway.

The class of settlers was above the average, many experienced farmers with large means, chiefly English, Canadians and Americans. Cancellations are yearly decreasing—an evidence of prosperity—and farmers are buying contiguous lands at high prices. Creameries are increasing, cattle and horses sell readily at good prices, and harvest prospects the brightest for many years.

JOHN FLESHER, Minnedosa, Man., reports a considerable increase in homestead entries in his district during the past year, also extensive purchasing of lands from the provincial government, railway companies and other corporations. The great want of his district is more settlers, in order that municipal taxation may be reduced, schools and churches be better supported, and social intercourse extended. Rain has been abundant, and the crops are promising the largest yield ever known. The quality of horses and cattle is steadily improving, and the trade growing, so greatly indeed, that stockers are scarce, and are being imported from Ontario. The creameries are prospering, and will exceed last year's output. Dairy work is receiving the attention its importance deserves. Mr. Flesher looks forward to the most prosperous season known.

F. K. HERCHIMER, Dauphin, Man., reports that the Canadian Northern Railway Company and Hudson's Bay Company have sold largely, but operations have been mainly confined to the older settled parts, where high prices have been obtained. Good land is now largely taken up and fresh surveys are required. He reports a large tract east of the district as desirable land, and some surveyed townships near Lake Dauphin contain some settlers. He suggests improving the trails and roads. Increased railway transport, particularly from Gilbert Plains, helped producers last year. Oats were a good crop, and brought good prices, the demand exceeding the supply. Barley was a small but good crop, and roots and vegetables perhaps better than usual. Cattle, hogs and poultry are in great demand. Crop prospects are good. The Swamp Lands selections have lessened in considerable measure the lands available for settlement, and some damage was done by fires in the wooded parts, but not as in former years. He notes a steady improvement, new houses, barns, &c., all through the district. Drainage is of great importance, and a comprehensive system, with government aid, is required. Large areas could be recovered for settlement this way. School districts are forming as requirements call for them, and churches are being built in all the centres of population.

W. C. DEBALINHARD, Yorkton, Assa., reports the various settlements of Hungarians, Poles, Germans, French, Danes, Icelanders and Dutch in his neighbourhood as doing

well, without exception; also, 'that the grain crop in the Doukhobor settlement is very fine, and they are making great progress. Their cattle and horses are particularly well looked after, and are fat and in first-class condition, and their villages are well and orderly kept.' The Galicians, so far, have the advantage over the Doukhobors through being longer in the country. Their girls after domestic service, and men after a year's work in town, return home speaking English. Immigration from the United States is large and the class good. There is every prospect of the largest crop ever taken off in the district, in both hay and grain, the increase in acreage being 30 per cent over last year.

K. Claude Kirby, Alameda, Assa., reports a winter without severe storms; cattle came out well, and the outlook for crops the most favourable on record, wheat promising to average 25 bushels to the acre. Still plenty of first-class land in the district, but nothing to speak of within eight to ten miles of the railway. This year's settlers are mainly young Canadian farmers from Manitoba and Ontario, also a large number from the United States, who have taken land and have ample means, and about twenty German families from Russia and Austria. The latter, settled in township 4, range 5, west second meridian, have sufficient capital to secure a fair start. The country between Moose Mountain and Weyburn, and about Estevan and Bienfait, is being rapidly taken up, but large tracts are still open in the district, with splendid soil, good water and wood or coal within easy distance.

John McTaggart, Prince Albert, Sask., places arrivals in his district at 2,000 souls, the number of homestead entries exceeding that of any previous year.

Last year's crop was excellent, and this year's still better—a growth phenomenal. Every one hopeful and contented.

R. V. Chisholm, Battleford, Sask., reports that the year's immigration to his district is not to be measured by the small number of entries. Numbers have come in and get employment, who, having gained experience and some means will start for themselves. The farm productions of last year were far above the average, oats being so excellent that they were hauled 95 miles in wagons for seed. The spring was late and wet, but crops are looking well. The prospects are a harvest equal to last year's. The winter was not severe, and cattle came out well. The settlers are eagerly awaiting the advent of the Canadian Northern Railway, and with a view to it, farming is beginning to rival ranching, and intending homesteaders are on the alert. On the whole, he reports the district to have much more than held its own during the past year. Contentment pervades the community, and thrift and enterprise are more manifest than for many years.

J. R. Sutherland, Calgary, reports that his district has received a fair share of the large immigration into Alberta, the majority of the settlers going north and the remainder south of Bow river. The homestead entries for the year 1903 show an increase of 365 over the preceding twelve months. The number of immigrants who utilized the immigration hall, viz., 2,075 persons, an increase of 916 compared with the previous year, does not adequately represent the total incomings, as large numbers put up at hotels, or go on to the land without stopping at Calgary. Mr. Wills, immigration agent at Calgary, estimates the arrivals there at 13,125. The settlers are of a good class, and numbers of them bring in much capital. Last year's crop was above the average for the district.

A. J. Fraser, Lethbridge, Alta., reports a large increase of immigration to his district, nearly double the area under crop, as also of homestead entries, the settlers going mainly into the Cardston, Macleod, Pincher Creek and Medicine Hat districts; a number bought land from the Irrigation Company, and others from the Calgary and Edmonton Railway Company. The settlers are well satisfied, and are going into mixed farming. Grain, roots and vegetables are all doing well, and harvest prospects were never

better. He reports the district as singularly well adapted to mixed farming, that a healthy condition prevails, and all lines of business prosperous.

W. H. Cottingham, Red Deer, Alta., reports a year of great progress for the Red Deer district. The grain ripened, and a bountiful harvest was secured. Not much fodder was required, as the winter was mild. Cattle came through on the prairie grass in good shape, and with very little loss.

The homestead entries are largely in excess of the previous twelve months, and a large number of persons have purchased railway lands, also land in the Sharphead Indian reserve. Fully one thousand heads of families have settled in his land district during the year, amounting at the usual average to 5,000 souls.

A large number are foreigners who first settled in the United States, and a number are returned Canadians. With one or two exceptions, all settlers during the past year speak the English language. Mr. Cottingham points out that mixed farming in his district is not an experiment, but its success has been fully demonstrated. Some intending settlers seem disappointed that they cannot get free homesteads near a town with churches and schools at hand. Yet, so far as Red Deer is concerned, free homesteads of first-class land can be had, but not at a less distance than twenty miles from the railway.

R. A. Ruttan, Edmonton, Alta., reports an extraordinary increase in the settlement of that district, and development very great. The bulk of the settlers are homesteaders, but numbers have purchased railway lands, and from grantees of half-breed scrip. The whole number of heads of families is reckoned at over 2,100, and the increased immigration of the year has been materially assisted by the correspondence of parties already settled in the district, who are contented and prosperous, and promoters of an immigration which is certain to increase largely year by year. Though rains were heavy for a short period, crop prospects are good. Two million bushels of oats, it is believed, will be exported from the region north of Red Deer river this season, the other grains being required for home consumption. The prospect of the Canadian Northern Railway passing through the district is already stimulating settlement in the 'Vermilion River country,' a beautiful region south and east of Beaver lake, in townships 49, 50 and 51, in ranges 13, 14 and 15, west of the fourth meridian. There is still ample room for hundreds of settlers in the Edmonton agency, along the probable location of that road. Mixed farming has become general in the district, excepting Stony Plain district, where grain is a specialty—sometimes a mistaken policy since when grain is damaged, the mixed farmer can feed it to stock at a profit even greater than that obtained at the ordinary prices of grain. The settlers, merchants and business men generally are satisfied with the existing conditions in the district.

E. A. Nash, Kamloops, B.C., reports a cool season with plenty of rain, so that fine crops are growing without irrigation. The climate seems changing, he says, and if so, lands hitherto considered worthless will be eagerly sought after. Hay and grain look well, the range-feed excellent, and cattle in prime condition. He believes Kamloops to be a mining centre, and reports a costly dredger as about to begin work on Thompson river, fifteen miles from town, also a large number of people awaiting confirmation of recent surveys in order to make their entries.

John McKenzie, New Westminster, B.C., reports a large correspondence last fall and this spring asking for information as to climate, prices of produce, quality of lands and prospects of settlers now in the country. The British Columbia government also supplies him with immigration literature. Pamphlets descriptive of western Canada alone are not very well suited to British Columbia, the natural conditions being different. A good many people have arrived during the past fiscal year who have purchased in most cases partly improved lands; others have settled in valleys not yet surveyed. The district he states will be excellent for dairying and mixed farming, and the weather this season is propitious.

SYNOPSIS OF REPORTS OF SUB-AGENTS OF DOMINION LANDS.

SPENCER PAGE, Wapella, Assa., reports the actual immigration into his district during the last fiscal years as not very large, but a large number of cancelled homesteads have been reoccupied by a very desirable class, viz., the sons of old settlers. Only two car-loads of immigrant's effects were landed at Wapella last spring, owing to there being no homestead land now in that region. The Finlander and Jewish colonies are making progress, the cultivation area has increased, and nearly all the Jews now own half a section of land and are doing well as farmers.

REGINALD NEWTH, Qu'Appelle, Assa., reports a large extent of excellent land lying idle north of that town.

H. G. W. WILSON, Indian Head, Assa., reports that whilst the land in that vicinity is now well settled, there is still a large tract available in the southern part of the district which is reasonably close to the Canadian Pacific Railway, the soil being a heavy black loam with clay sub-soil. A French settlement ten miles south is progressing. The foreign element in the district is very small; but whilst the majority is Canadian, foreigners should do equally well in the district, where well known success in the growing of wheat and other cereals should be a strong inducement to intending settlers. An immense acreage is under crop this year and promises excellent results.

J. J. ENGLISH, Maple Creek, Assa., reports only for the six months ending June 30, as he has only been in charge of the office there during that period. Homestead entries are largely in excess of last year, the new settlers being of a most desirable class. Well-provided immigrants from Dakota, Iowa, Nebraska and Montana are bringing in fine stock to the ranges. Large numbers of settlers are locating along the Saskatchewan river, and a ferry upon the river would settle a good country on the north side. Little loss was sustained by the ranchers last winter, and shipments of fat cattle were made from Maple Creek as early as the month of May. Over 3,000 stockers were brought from the east into this district this spring; the crop acreage is very much larger than usual, and is in splendid order.

He reports a number of immigrants from Montana as having settled on lands south of Cypress Hills, awaiting surveys.

R. M. MITCHELL, Weyburn, Assa., reports that hay matures earlier than in districts more easterly where the 25th of July is the day fixed to start cutting. At Weyburn they will cut on the 15th July, as at Regina. A great number of settlers are applying for patents for their homesteads.

A. B. COOK, Arcola, Assa., reports that during the season a great many settlers arrived in the Moose Mountain district, and more than 60 cars of settlers' effects have been unloaded at Arcola. A large number of Americans from Minnesota, Nebraska, Dakota, Iowa and Illinois have taken land and commenced operations. In addition, a number have arrived from Ontario and the eastern provinces, and some from France, Germany and Ireland. All these settlers are superior and desirable, and apparently well satisfied and delighted with the district.

Mr. Cook reports the season very satisfactory; weather all that could be desired, and prospects for a banner crop. The cattle on the ranches and the mountains never looked better, and the number is rapidly increasing.

The land in the district is admirably suited to grain-raising, being composed of 12 inches of loam with a clay sub-soil. First class water can be obtained almost any place at an average depth of 20 feet, and there is an abundant supply of wood in the Moose mountains.

A number of free homesteads within easy reach of Arcola are still open, together with a large quantity of railroad land open for sale.

The country to the south of Moose Mountain is mostly of a rolling character, being formed of long slopes and valleys with a number of streams of water. The

Moose Mountain creek winds along the valleys, and is a very pleasant stream of clear water, running the year round.

Mr. Cook's district is a rather large one, and he estimates there are still several hundred first-class homesteads open for settlement.

C. O. Card, Cardston, Alta., reports that it would be of great benefit to have his district settled east and west to the boundary. The government has opened the country for homesteading as far east as range 19, but pasturing and arable lands extend to the mountains on the west.

He reports good harvest prospects in the Mormon colonies. The acreage under crop is double that of last year, and so vast a quantity of land is being broken up that the acreage under crop will be quadrupled in 1902. Stock prospects are excellent, several thousand additional head have been placed upon ranches and farms during the year. The ranges have not looked better in fourteen years. The trouble now is to get homesteads enough for home-seekers; but the government has thrown open township 1, in ranges 20, 21, 22 and 23 south and east of Cardston and south of Magrath and Stirling. New comers are going north to the Waterton river, and settling east and west of that stream. Settlers are generally contented. Last year's good crop is likely to be followed by another. Much of the country adjacent to the Foot Hills is undulating, and in places precipitous, so that road allowances cannot be followed, and other roads are needed to give settlers access to markets, and to the mountains for timber.

A. E. Cox, Pincher Creek, Alta., reports regarding the region west of range 26 west of the 4th meridian, to the Rocky Mountains. The settlement of this district proceeded very rapidly during the past year, the new settlers being mainly practical farmers from the United States, Ontario and the United Kingdom, who recognize that the region is adapted to mixed farming, and have both confidence and capital to buy land adjacent to their homesteads if available. The result is that the district is now being fenced and in some parts the area for purely range cattle is very much restricted. Rangers are consequently either buying land for pasture or moving their herds farther east. In the future there will be small herds of better value instead of a few large ones of inferior quality. Immigrants too are buying lands to raise wheat, and soon grist-mills and elevators will stud the country. Fall wheat has never been a failure in this district.

The winter had a few cold weeks, but cattle wintered reasonably well. Crops were good and abundant and well saved. There is increased acreage under crop this year of grain and grass; timothy and brome are receiving much attention, both being profitable for home use and export. Garden stuffs always do well in this district. The future development of the large coal areas of the region will greatly advance its material prosperity. The exports of his particular district were approximately 2,700 cattle, 300 horses, a large but unknown quantity of hay and some grain, the imports being 1,700 cattle, mainly stockers, and thoroughbred bulls. Pincher Creek has become a distributing centre, and has increased considerably in importance and solidity during the past year.

W. D. Pitcairn, Ponoka, Alta., states that 3,500 acres of Indian reserve land have been sold since the middle of March last, at an average of $2 per acre. He estimates the immigrant arrivals at his point for the year at from 600 to 700 souls, 75 per cent of whom are Americans, mainly from Dakota, Nebraska, Iowa and Minnesota, especially Dakota; and are a good class of yeomanry who have realized on their property in the States and are investing at Ponoka; fully 70 per cent are married men with their families, the remainder being principally British, Danes and Swedes.

Fifteen miles from either side of the railway there is abundance of good free land awaiting settlement, but within that distance the land is largely taken up. Road-making is one of the great needs of the district, also bridges over creeks and streams. The district is admirably adapted for stock, but with better railway and road facilities, dairying and mixed farming would be carried on much more largely than at present.

OTHER MATTERS OF INTEREST.

Western Canada has long been considered as a land of wonderful natural resources, but new and additional proof of its vast possibilities may be found in several facts: that while boring for water, coal has been found at Otterburne and St. Malo, on the east side of the Red river; natural gas was reached right in the town of Melita, at a depth of 381 feet; brine of great strength has been found near Dauphin, and near Miami a bed of natural cement has been discovered which a company is now manufacturing by mixing it with gypsum from Lake Manitoba, and of this material they are now turning out 75 barrels a day.

While western Canada is beyond question an agricultural country, the land of the farmer and stock-raiser, yet these new 'finds' will be interesting reading, and doubtless awaken further investigation into future possibilities.

Localities which at one time were occasionally troubled with summer frosts have completely overcome that difficulty, and it is now proved beyond a doubt that cultivation is an almost certain preventive of summer frost in the northern portions of our Territories, as is also the case in various States of the Union formerly troubled in the same way.

CONCLUSION.

The conditions of the fall of 1900 might have been considered by some as sure to affect immigration from the United States particularly, but it appeared on further investigation that the north-western States of the Union at least had been passing through a similar experience. Notwithstanding, therefore, those temporary conditions, which might have affected the incoming of American farmers, I am pleased to be able to point to the very handsome record during the first six months of 1901, to prove that the good reputation of the Canadian west is now firmly established in the opinions of American farmers. Lands which last year could have been bought for from $3 to $5 per acre, are now worth from $5 to $10 per acre, and in some choice localities land has advanced over 300 per cent; and the fact that school lands in the Territories brought in some cases $3 an acre more than similar lands in Manitoba, is significant of a general advance in values throughout the whole country.

It appears to me that a fairly general movement has been successfully inaugurated in favour of western Canada, and it is not too much to suppose that this movement, instead of decreasing, will rapidly widen from year to year.

I have found that there are such a large number of people coming from the south by way of Emerson, on the Canadian Northern Railway, and by way of Gretna, on the Canadian Pacific Railway, that I would recommend that arrangements be continued for the placing of a man on each of the daily trains passing over these respective lines, in order to check the arrival of immigrants, and to assist this office in disseminating useful information and advice to newcomers.

The whole of the staff connected with the office have been kept very busy during the whole of the year, and the efficiency with which the work has been carried on in all its branches is a natural tribute to the effective work of my predecessor, Mr. W. F. McCreary.

Respectfully submitted,

J. OBED SMITH,
Commissioner.

No. 2.

REPORT OF C. W. SPEERS, GENERAL COLONIZATION AGENT.

WINNIPEG, August 7, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit to you my annual report, being a review of the work done by me from June 30, 1900, to June 30, 1901.

In the month of July, 1900, my time was occupied inspecting the colonies situated in Saskatchewan, viz., the Galician settlers, the Doukhobors, and settlers of other nationalities in the vicinity of Rosthern, and in addition to the above, I looked over portions of the country in the vicinity of Crooked Lakes, Carrot river, Wingard and Dundurn, to select suitable districts for the future colonization of different nationalities. The colonies inspected were making excellent progress, they have broken large tracts of land, and have acquired a great deal of stock, their surroundings are very much improved, and where employed they have given excellent satisfaction. I have received the highest testimonials as to their work as domestic servants and labourers, both from corporations and from individuals. They possess a good country, and the districts inspected for future colonization possess every natural advantage; well wooded and watered, with the best of soil. Saskatchewan is capable of holding an immense population, and also insuring great prosperity for its settlers.

During the same month I was enabled to secure employment for a great many of our settlers. During the month of August, 1900, I was in attendance at the fairs at Winnipeg and Brandon, where we had a bureau of information, and distributed large quantities of immigration literature. We met a great many American people at these places. I also purchased at these fairs some very excellent samples of grain for the United States state fairs. During the latter part of the month, I assisted in placing a thousand Galicians and Doukhobors in the harvest fields of Manitoba. I am pleased to note that they invariably gave satisfaction, and were considered first-class men.

The classification and shipment of grains, grasses and other exhibits for state fairs also engaged my attention in August.

During the month of September I attended the state fair of Illinois at Springfield, assisting Mr. Broughton. We put up a very nice exhibit of Canadian products, and gave information to thousands of people daily, who were inquiring about Canada. After returning, I inspected several of our colonies, doing some special work, and under instructions of the 22nd of October, inspected all the workhouse children, as well as philanthropic societies and institutions, making a detailed report thereon.

My time was also occupied in inspecting the different colonies, looking after various things pertaining to settlers, and I found our foreigners in a very satisfactory condition.

I beg to observe that many things occur from time to time that require attention, such as cases of unpaid wages, differences and disputes as to the location of land, reports that contagious diseases have broken out, &c., such things as the above mentioned I have had to look into and report upon.

I inspected the colonies in the Saskatchewan district during the same month, and I found the Galician settlers in a very prosperous condition, and also the Doukhobors settled in that district. They comprise seven villages. They possess 450 head of

cattle, 186 horses, 200 sheep, and have over 2,000 acres of land ready for crop, which has been sown during the late spring. They are a very thrifty, progressive community, and are commencing to realize the extent of their land, and the great producing possibilities of the country, and a wider development of individualism will follow. They are spreading out from the villages, working for other farmers, and they get an idea of what one man can do.

I also visited the Galician settlers, in the Dauphin district, in the vicinity of Duck Mountain. I found these settlers in a very prosperous condition, and their future fully assured; good houses, plenty of stock, and they possess an excellent country.

I spent a few days in February with Mr. Smith, the new Commissioner of Immigration, looking into particulars pertaining to the work of the coming season, viz., the preparation and care for the reception of immigrants at different points throughout the west, and also submitted a map showing the prospective districts where people will be colonized during the present season.

Subsequently I inspected some of the buildings of this department, and recommended certain changes. I also visited Saskatchewan district, doing work for the department, and again visited the different colonies.

In compliance with instructions from the deputy minister, I took charge of the purchase and distribution of seed grain to be given to the settlers in Assiniboia, under the direction of Mr. J. G. Turriff, Commissioner of Dominion Lands. The purchase of suitable grain, the compilation and correction of the list submitted from Ottawa, as well as new applications received, had to be thoroughly gone into in the different districts. The lists were carefully compiled, and about 44,000 bushels of grain were distributed from different points. The seed grains were carefully examined at places of shipment, and only the highest grades purchased at commercial values. Lien security was taken for the department from each individual receiving an advance, and handed over to the Dominion Lands Department according to instructions from the commissioner. I beg to intimate that the Canadian Pacific Railway Company were very generous in assisting to get the grain into the hands of the settlers, and handled it in all instances with promptness and despatch. This advance to the settlers has been a great boon to the district, and has been highly appreciated by the recipients, who are now on the verge of reaping a bountiful harvest, the production of the seed which was supplied them.

I was enabled to do considerable immigration work during the seed grain distribution, as will be shown in reports dated April, May and June. I accompanied John Ashworth, representing the English Quakers, through the Doukhobor settlements, and also visited a number of other districts.

Of this year's arrivals of new settlers fully 35 per cent are farmers and producers, about 15 per cent are labourers, the others are made up of tradesmen and men of other callings. I consider farmers and labourers the greatest acquisition to our country.

We are now on the verge of reaping and harvesting one of the greatest crops ever produced in western Canada, and we are now confronted with the difficulty of getting sufficient help to meet the requirements.

I may say with reference to the Galicians that they have assisted largely in building our new lines of railway and colonization roads. Their future usefulness along the line indicated will be very great; they ask no light-handed or clerical work of any kind. There has been no infringement or encroachment by them upon any class; they have been obedient and industrious; their homes and colonies in all cases show what industry and frugality will do. They have carefully husbanded their earnings, and purchased the necessaries and commodities of life, as well as being large consumers of the manufactured products of eastern Canada. People who a few years ago subjected them to adverse criticism have changed their views. The towns and villages adjacent to these colonies have grown, as they never did hitherto; trade has expanded, and merchants speak highly of their honesty and their trade. They are all learning the English language and anxious to have English-speaking schools. Their adaptability

to our customs and usages, as well as their conformity to all our regulations, impresses one that we will not have to wait one generation, but in a very short time they will be Canadianized, and be identified with our citizenship, and become a potent factor in our development.

In submitting this report, I may say that my duties during the year have been multifarious, and I am pleased to state that there is general prosperity prevailing throughout all the colonies of different nationalities, settled in north-western Canada. Wages are higher in Canada to-day than they have been in 25 years, and I am persuaded that the department has every reason for congratulation, not only at the prosperity of the different colonies settled in the west as a result of their work, but from the fact that a steady stream of immigration is coming from the southern republic, and that the active work done by the regular agents of the department in the United States has already borne fruit.

I have endeavoured in addition to promoting a peaceful colonization of all people coming into the country to look after these people in the way of giving advice and otherwise after they have been settled, and also to adjust any difficulties that would arise that might militate against them. They are, generally speaking, happy and prosperous and contented.

Your obedient servant,

C. W. SPEERS,
General Colonization Agent.

SESSIONAL PAPER No. 25

OPERATIONS IN THE UNITED STATES.

No. 1.

REPORT OF W. J. WHITE, INSPECTOR OF AGENCIES IN THE UNITED STATES.

DEPARTMENT OF THE INTERIOR.
OTTAWA, June 30, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—In submitting to you a report on the work done in the United States by the agents of the immigration branch during the year ending June 30, 1901, it may be said that securing settlers there is no longer an experiment. In the spring of 1897 an active propaganda in a few of the western states was established, and while first thought to be somewhat doubtful, year after year has shown marked increases in the number of settlers who have gone to western Canada, and the past year has been the most gratifying of all, exceeding anything that had been anticipated. Taking the year just ended, not only has there been a greater number of settlers from the United States, but the amount of money and effects taken in by them will, I am sure, show a most decided increase. It is no longer the man with limited capital who comes to Canada, but the one who has, in many cases, a large bank account to his credit. It is he who is now establishing himself in the western prairies, and with him also his friend and neighbour. It is no uncommon thing to see colonies (sometimes filling a large train with their effects) going to Canada and settling in districts by themselves, quickly surrounding themselves with every social comfort and making not only their own settlement attractive, but adding value to the lands which surround it. It need scarcely be pointed out, it being a fact pretty well known by this time, that the American settler quickly adapts himself to Canadian ways and methods, and brings with him an experience which makes it very easy for him to soon get a return from the land which he is occupying; the usual difficulties of pioneering proving no obstacle to him. His experience is also valuable to those from other countries who have not had the opportunity of a training in western life. A visit to the districts in which Americans have settled, the well finished houses and barns which they immediately erect give every assurance that they have removed to Canada intending to make it their permanent abode. They at once have schools established, churches erected and cause villages to spring up very quickly. Hundreds of letters in the hands of our agents from American settlers show that they have written back to their friends assuring them that Canada and Canada's laws are good enough for them, that they are satisfied with the new conditions and anxious to have more people follow. It is scarcely necessary to emphasize the fact that of the thousands of Americans who have made their homes in Canada during the past five years all have proved to be good citizens.

ADVERTISING.

One of our principal agencies, and without which successful work could not be looked for, is that of judicious advertising. To this I have given considerable atten-

ion, and after having analyzed the various methods I am fully satisfied that the plan adopted by me in 1897 is still the only one that will bring about the results which we have been pleased to see. In the states in which active operations are being carried on, namely, North and South Dakota, Minnesota, Wisconsin, Nebraska, Kansas, Iowa, Illinois, Missouri, Indiana, Ohio, and Michigan, advertisements are inserted in all the local newspapers during a portion of the year. The principal farm papers are used as well as the leading weekly newspapers. Neatly displayed advertisements are run, and reading notices descriptive of the country appear from time to time. The columns of upwards of seven thousand newspapers are used, and in this way we reach the great mass of people amongst whom the agents are working. When the towns in which newspapers are published are visited personal calls are made upon the editors, and it is very rarely that the next issues of the papers do not contain a couple of columns of reading matter concerning Canada, which the editors are pleased to have, and which while of great value to the work has never been made a charge on the department. From time to time posters are circulated on the markets, at the school houses and other places; carefully edited and well printed literature finds its way into the hands of all applicants.

THE ATLAS.

The illustrated atlas published by the department is one of the best mediums that has been placed in the hands of the agents, and it is always in great demand. Besides this the Concise School Atlas has been of considerable value and much interest, it being possible to get it circulated in several of the schools, and I would recommend that an additional number of these be published, those having paper covers being as satisfactory as the linen. In addition to these there are other pamphlets, such as 'Timely Remarks,' 'Hints to Settlers,' 'Delegates' and Settlers' Reports.' All these have had a free and extensive circulation.

IN SCHOOLS AND COLLEGES.

There has also been a demand from schools and colleges for a wall map of Canada which could not be filled, excepting in a few cases, where it was thought they would be most useful and of assistance to our agents.

STATE AND COUNTY FAIRS.

At state and county fairs large quantities of literature are distributed to farming classes and to labourers who are likely to become settlers on our free grant lands, and to others who evince interest and who may likely remove to Canada. This together with the exhibits of grains and grasses, attractively displayed, makes an excellent advertisement.

During the fall, winter and spring the agents hold meetings in school-houses and halls, and deliver lectures on Canada and its resources. They attract large and interested audiences and considerable success as a rule follows these meetings and the personal canvass that is made for a few days afterwards.

KEEPING CONSTANTLY AT IT.

Although the department and its agents have been very successful in securing a large number of excellent settlers, it is only by means of continued and unceasing effort that this work is accomplished. 'Keeping constantly at it' seems to be a motto that must be fully observed, and it has been this that has brought about the results

which the reports of the agents show have been accomplished in the various states. The operations in these states have been very active since the spring of 1897, and as previously pointed out, each succeeding year has shown a very large increase in the numbers who have moved to Canada.

The work in Nebraska became so great that it was found necessary in 1900 to place an assistant in the office at Omaha, and in the spring of 1901 further assistance was required. In the state of Wisconsin I desire to point out that there are obstacles in the work there not found to such an extent in others. The results there show that great success has followed, but it would have been even greater were it not for the competitive activity of the railroads having lands of their own to dispose of. This, however, will not last long, and then we hope these roads will be found to co-operate, to some extent, making it less difficult to get settlers.

In Minnesota the work of the agents has been followed with a satisfactory degree of success. The settlers who have gone from there are men possessing considerable means, and as settlers are exceedingly satisfactory. A large number coming from this state during the past year are Mennonites, who have settled in Saskatchewan, and whose reports to their friends are very satisfactory. Eastern Assiniboia has also been a favourite spot with a great many from this state. The office at St. Paul has been found more useful the past year than ever on account of so many passing through from the southern districts and stopping over to gain additional information before continuing their journey.

The work in Iowa during the past year has been carried on actively. From this state has gone to western Canada a class of settlers that may be said to be of the very best in the state, most of them having considerable means.

The success of the work in Illinois is unabated, and we continue to get a very satisfactory class of settlers. The correspondence shows that the work of the agent during the past year has been greatly increased, and judging from the nature of the correspondence, I feel safe in saying that the number of settlers from Illinois next year will show a wonderful increase over the past.

The State of Indiana was one that the department felt should be a good field for an agent, and early in the year 1900, Mr. E. T. Holmes, formerly of the St. Paul office, was placed in charge. It was expected that he would devote his time to advertising his work during the first year, and it was scarcely expected that he would be able to chronicle any direct result. In this, however, we have been agreeably surprised. He has sent out some excellent delegations, the most important, probably, being a Mr. F. Fisher, representing a number of families of Indiana, Ohio, and adjoining states. The report of Mr. Fisher's visit has appeared in a great many papers, and will doubtless bring Canada to the attention of many who will be guided by his advice. I look for a large movement to Canada during the next year, as a result of his visit. Other delegations of importance were also sent during the year, and a number of settlers. I have pleasure in stating that, in my opinion, the work in Indiana fully justifies the establishment of an agency in that state.

In Ohio excellent work was being done by the late Mr. D. L. Caven, who was one of the best agents in the employ of the department. Capable and energetic, he was continually active in the work of sending settlers, and it was while in the performance of his duties the illness came upon him, which afterwards was the cause of his death. I am pleased to state that Mr. J. Young, the present agent, is actively engaged in carrying on the work there, and good results should follow.

Michigan has done remarkably well, and there is reason to feel pleased at the excellent work that has been done here by the agents in charge of the state. During the year Mr. Grieve was removed from Saginaw to Sault Ste. Marie that he might be in closer touch with the movement from Northern Michigan, as well as to be of assistance to those who go into Canada in that direction. The interest in Canada is growing in this state, and the united effort of the agents there is meeting with splendid results, the settlers going from Michigan being a most desirable class.

The agencies in North and South Dakota have been able to report wonderful success. Many of the settlers who have gone from these states have bought largely of lands in Canada. As a class, they are the very best. Many of them have formerly resided in Canada.

From Kansas and Missouri it is pleasing to report that we have been able to secure a large number of first-class and desirable settlers. Like in the other states named they have had the experience of life on western farms, and had they no other capital than that they would prove valuable on the prairie farms of Canada. But in very few cases have any gone who did not take with them means sufficient to fully equip their farms with a splendid outfit so that they could immediately commence operations.

OPENING UP OF INDIAN LANDS IN THE STATES.

During the past winter, when it became known to the department that the Indian Territory, adjoining Oklahoma, was to be opened up, and that a rush was likely to take place to that district, it was thought advisable that I should pay a visit to the Territory. I did so, and found that land hunters were going there by thousands. It was quite evident that in the whole of the territory about to be opened up there was not enough land for one-tenth of those who would visit it. The idea of taking advantage of this for advertising Canada and Canada's lands was acted upon, and Mr. Crawford, the Kansas agent, was advised to place exhibits and distribute literature. This will be done, and early in July he will remove temporarily to El Reno, and remain there with whatever staff is necessary until the drawing is concluded.

I feel that the work in the United States during the past year has been very satisfactory, and that the future has still greater results in store. We may look for material gains from this source from year to year, as the wonderful resources of Canada become more widely known.

Your obedient servant,

W. J. WHITE,
Inspector of United States Agencies.

No. 2.

REPORT OF M. V. McINNES.

ROOM 2, MERRILL BLOCK,
DETROIT, MICH., July 1, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg to submit my report for the year ending June 30. The year has been a busy one, yielding good results and much promise for the future. I have received many favourable letters from persons who have gone from this and adjoining states to settle in western Canada, and these are naturally of great assistance to me in my work. I am aware of 3,024 persons having gone from this territory during the year to settle in western Canada. These were all desirable immigrants, and the majority of them people of means. They took with them 93 car-loads of stock and effects, in addition to 127,000 lbs. of light freight. One man took 20 thoroughbred horses and 10 pedigreed bulls to improve the stock in the neighbourhood in which he proposed settling.

That feature of our work which is represented by a display of the products of western Canada at state and county fairs was well attended to.

We were in evidence at the Tri-state Agricultural Exhibition, at Toledo, Ohio, where the three important states of Michigan, Ohio and Indiana were represented; also at the Michigan State Fair at Grand Rapids, Michigan, and at special county exhibitions held at Sandusky and Columbus, Ohio, and also at 11 other county fairs in Michigan and Ohio.

This involved an undivided attention and a good deal of hard work, but the results more than justified the expenditure of labour and means. First-class diplomas were secured from the governors of the Tri-state Fair at Toledo, and the State Fair at Grand Rapids, and diplomas and letters were received, couched in the most courteous language and with every mark of appreciation and respect, from the executive in charge of every one of the other fairs and exhibitions where our products were displayed. The wheat and all other cereals made a most excellent impression, and have been the means of attracting to western Canada a large and interested number of inquirers, 20 per cent of whom have either become actual settlers there or intend to be such in the near future.

The German-American colony, planted more than two years ago in the Moose Mountain district, in south-eastern Assiniboia, of which the thrifty little town of Alameda is the headquarters, is thriving, as the German element, whenever transplanted to congenial soil, never fails to be. Mr. William Richert, ex-mayor of Detroit, the counsellor and guide of the little community, paid us a visit a few months ago and reported most favourable progress. He was the picture of health and activity, and affirmed that he believes the wholesome climate of western Canada will add ten years to his life. He assisted very materially my labours among his compatriots in Detroit and Wyandotte, and together we secured 76 new immigrants, who left under his direction for the land of health and plenty well equipped with solid stores of goods.

I have not lost sight of our Danish and Swedish friends in Michigan. Many letters have passed between us, and some excellent delegates, chosen from among these people, are about to visit western Canada to investigate the country. A great deal of literature in their language has been distributed among them, and I look for good results in the near future.

It is with feelings of sincere sorrow that I record the death, during the year, of Mr. David L. Caven, former Canadian government agent for Ohio. He had not been

long transferred to this state when he fell a victim to paralysis while in the discharge of his duty. After a short illness he succumbed to a sad and untimely death. He was a zealous worker and always had the good of Canadian immigration at heart. Mr. Caven's death replaced the Ohio work in the Detroit office for a time, and entailed additional labour, augmenting the correspondence to a very large extent.

Perhaps the most important factor in our work is the sending of delegates from different sections of the United States into western Canada to investigate the land, its people and resources. The written evidence of these men—wide-awake and progressive farmers—is a valuable part of the literature that we disseminate. It cannot be gainsaid, and has been the means of sending into the west quite a little army of settlers from different parts of the union. I have been careful to foster and advance this excellent means of advertising, and have sent out quite a number of delegates from Michigan, Ohio, and other states during the last year. Several are now in the west, and before threshing time is past more will follow. Invariably their reports have been favourable, and they speak in the very highest terms of all they saw. This phase of our work should be continued for some time to come.

Many inquiries have been made concerning the agricultural, mining and business opportunities of the provinces of Quebec and New Ontario, and I distributed to good advantage all the literature received bearing on the resources of these localities. Quite a number of settlers have been secured for both provinces, and I am convinced that, as time goes on, their vast resources will attract a large and active immigration.

Altogether the outlook for the future is encouraging. It does not appear to be overcast by a single cloud, and if the crops in Manitoba and the west prove to be a success this season,—which seems to be almost assured,—I believe there will be quite an exodus from those parts of the United States where new homes are sought for, into every section of western Canada during the coming year, and, so far as I see, our labours will be doubled.

Your obedient servant,

M. V. McINNES.

No. 3.

REPORT OF JAMES N. GRIEVE.

SAULT STE. MARIE, MICHIGAN, July 24, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to present my report of the work done in my district for the year ending June 30, 1901.

During the twelve months, I am pleased to inform you that the number of settlers who went from my territory to all points in Canada, was 1,311, being distributed as follows :

To Manitoba, North-west Territories and British Columbia, via :—

Portal	90
Gretna	48
Fort William	140
Sault Ste. Marie	180
Windsor	92
Total	550

To Algoma, Eastern Ontario, Quebec and the Maritime Provinces, via :—

Sault Ste. Marie	640
Sarnia	81
Windsor	40
Total	761
All told	1,311

These people took with them 14 car-loads of settlers' effects and about 74,000 lbs. in small lots, estimated value $22,000. As will be seen by the above figures, the volume of business done during the year just closed has considerably increased.

Early in the present year I was transferred from Saginaw to a point still further north in the state and since that time I have made my headquarters at 'The Soo.'

During the latter half of April and the month of May something over 500 people called to see me and gather what information they could regarding the North-west, and I have reason to believe by later results that their mission was not in vain, as almost every day I cross the river with parties starting for some part of Canadian territory.

I am pleased to say that the immigration this season so far has been greater than at any time during the four years of my work. In April, May and June of the present year I had 120 families, representing 600 people, crossing at this point to make their homes in some part of the Dominion, a large number of them being French Canadians.

One of the principal factors in my work and one that has been followed by good results is the placing upon exhibition at the state and leading county fairs grain and grasses, products of our western country. This kind of advertising I think it well to

continue, and would advise the placing of minerals upon exhibition as well, which would add not only greatly to the appearance of the exhibit, but would materially assist in drawing people's attention to the mineral wealth of New Ontario and British Columbia.

I attended the state fair at Grand Rapids, along with Mr. M. V. McInnes, of Detroit, and Mr. E. C. Oviatt, of the Canadian Pacific Railway, and we were kept busy from early morning until late in the evening. Our department was thronged with sight-seers and eager questioners who one and all pronounced our exhibit the finest upon the grounds. I also assisted Mr. T. O. Currie at the Wisconsin state fair, held at Milwaukee, and was pleased with the very artistic way in which he had the exhibit arranged. As at Grand Rapids the Canadian exhibit was the centre of attraction, the only drawback being the impossibility to do justice to the thousands of people who seemed anxious to gather all the information possible of the western fields where such grain and grass could be grown.

I also attended as many county fairs as time would permit, and at each one arranged my exhibits to make them as attractive as possible, and without any undue flattery can safely say that my exhibit was the greatest attraction of the fairs. At Eaton county fair, I handed out nearly 1,500 pounds of printed matter, principally atlases and 'Western Canada.' My thanks are due to Mr. E. C. Oviatt for assisting me there during the two busiest days. Besides advertising in this way, during the fall and winter months I exhibited in a number of small country places throughout my territory, generally staying from one to three days in each place. In this way I came in personal contact with hundreds of farmers and villagers and have thus been enabled to present to them the advantages offered by western Canada.

Your obedient servant,

JAMES N. GRIEVE,
Canadian Immigration Agent.

No. 4.

REPORT OF E. T. HOLMES.

INDIANAPOLIS, IND., June 30, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg to submit my report for the year ending June 30, 1901. During the year I issued certificates to one hundred and two (102) settlers whose capital and effects I valued at ninety-one thousand nine hundred ($91,900) dollars, which I consider a fair estimate. One settler who went from this state and settled at Ponoka, Alberta, is reported to be worth forty-five thousand ($45,000) dollars. The capital of the others varied from five hundred ($500) to eight thousand ($8,000) dollars.

During the fall of 1900, I put in an exhibit at the Indiana state fair, and also at three county fairs, which attracted a great deal of attention and comment, the spectators stating that it was the finest display of its kind they had ever seen.

The number of inquiries I have received by mail regarding the free government lands of western Canada, has been far beyond my expectations, but as I was informed when I first came to this state (and have since learned by experience) that 'hoosiers' are very slow people to move, I feel confident that when they have learned how well pleased those are that have moved, they will soon realize the advantages offered them in western Canada.

It has been my practice to answer all inquiries promptly, sending at the same time some literature, and forwarding their names to the department for more literature to be sent them. I have also called on all that time would permit. During December and January last, I held a number of meetings in this state and Kentucky, all of which were well attended. I distributed literature at each of the meetings after addressing the people. I have visited about every county in Indiana during the past year, and as I invariably have to drive into the country to see the people, it takes a lot of travelling to see even a few of them.

In May last I made a trip to Edmonton and Prince Albert, accompanied by Mr. Frank Fisher and wife, of Mexico, Indiana. Mr. Fisher is a leader among the Dunkards, who are purely an agricultural set of people, and the best class of farmers in the United States. Mr. Fisher expects to locate a colony of his people in Saskatchewan next spring. I think Mr. Fisher and his wife are the first Dunkard delegates that ever visited western Canada, and I feel assured that his report on the country will be a means of starting a movement of their people to Canada from North Dakota, as well as Indiana, as a great many people who have moved from here to Dakota have not found that country what they expected it to be.

Your obedient servant,

ED. T. HOLMES.

No. 5.

REPORT OF J. YOUNG.

COLUMBUS, OHIO, July 1, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—On March 15 last, I had the honour to be appointed immigration agent, to this, one of the most important states in the union. On the 20th day of March I entered upon the duties of my office, and as a preliminary to coming here spent a few days in Winnipeg with Mr. Commissioner Smith at his office. I also, before leaving for this place, spent the greater part of a month visiting different districts in the Canadian north-west, acquainting myself with the districts in which immigrants are likely to locate. That time I consider was well spent, as I can give intending settlers the benefit of my personal knowledge of those districts. On the 19th April I arrived in Columbus, and at once took up the work that had been commenced and successfully carried on for a short time by the late Mr. D. L. Caven. I found that there had accumulated upwards of 300 letters, from the time of Mr. Caven's death, and for a time I was very busy in order to catch up with the work. Since assuming office, I have received and answered over 200 letters of inquiry. I consider prompt attention to correspondence a very important part of the work, therefore, I have not been able to visit as many people as I would have wished to do. However, I have visited several districts throughout the state, and have arranged for several delegates to go to the Canadian north-west this summer; four of those will go this month, and a party of eight or ten will go about the first of August. I expect to accompany the latter party. They all represent good families, and are well distributed over the state.

I have issued four certificates to farmers, who went to the Canadian north-west last month. Their families will follow this fall or next spring, and I expect to send several families this fall.

Ohio is a first-class field to expect immigration from, for two substantial reasons. In the first place, the land is good, consequently it is very high, ranging in price all the way from $50 to $125 per acre. In the second place, the state is over-peopled, and I find many farmers with large families living on 25, 40 and 50 acres, and in many cases paying high rents. Those people are all looking to some country where they can better their condition, and it only requires that the advantages of the Canadian west be made known to them, to reasonably expect a large immigration from Ohio, in the very near future. I find a great many farmers have their eyes on Oklahoma, not knowing anything about the Canadian west, and the system of judicious advertising in the local papers, so as to reach the individual farmer, will have beneficial results.

Your obedient servant,

JOS. YOUNG.

No. 6.

REPORT OF C. J. BROUGHTON.

927 Monadnock Building,
Chicago, Ill., July 6, 1901.

The Superintendent of Immigration,
Ottawa.

Sir,—I have the honour to submit my annual report of work done in Illinois, for the year ending June 30, 1901. There have left this district four hundred and sixty souls during the year, with fourteen cars of live stock and emigrants' movables. The majority of these people had over $600 to the family, some had more. One man, who took two cars with him, had $12,000; two others had $2,800 each; another $3,000. There were six families, consisting of thirty-three people, in Bond county, all ready to go to Alberta, but unforeseen circumstances stopped them; they, however, leave in August or September. Again, in Sangamon county, fourteen more were prevented leaving when they intended to. A rate of $5 between Chicago and St. Paul had a tendency to scatter the people. That is to say, where a large party was arranged for a certain date last year, this year they went at all times. Some of them I accompanied to St. Paul. They were all met in Chicago, safely transferred to the station from which they were to start, and generally taken care of till their departure. In two instances I had a special car provided for them. There have been sent out from this office since June 30, 1900, two thousand and ninety-five pieces of mail, and we have had half as many letters, post cards, &c. I have, the same as in past years, visited a number of places and called on numberless people, and the results will show in time. For instance, I started three years ago to work on a family and they moved this spring to our country. I had two or three delegates in the early spring. They returned satisfied and will help to move people the coming year. I have more going in August. Besides the number given as going to western Canada, there have to my knowledge twenty-two gone to British Columbia, and thirty-one to Northern Ontario. It might be well to say that the land grant railroads in the United States inaugurated a low rate for homeseekers this spring, and a good many people who had been talking western Canada took advantage of these rates to go and see these different states, a good many going to Oklahoma and waiting three months for the opening of the reservation, which event, I understand, takes place July 4; however, most of these people, I feel confident, will finally locate in western Canada. With a great many things to work against this year, I have secured for western Canada from Illinois, while not as many as I would like, yet a good number, which will be increased fifty per cent or more during this year. Last fall I had an exhibit again at the state fair, where Mr. C. W. Speers assisted me, and thousands of people saw and commented on the fine display, and the officials of the exhibition granted us a diploma which I have in this office. If we can secure good space this year, we will have another display which advertises Canada. The advertising done is a great help to us, bringing us in touch with the people who are anxious to know more about western Canada. In conclusion, I will say that no one I have heard from who has left Illinois for western Canada is dissatisfied with the change made, but all are enthusiastic and are writing me daily to call on some of their friends.

Your obedient servant,

C. J. BROUGHTON

No. 7.

REPORT OF BENJAMIN DAVIES.

154½ East 3rd St.,
St. Paul, Minn., August 1, 1901.

The Superintendent of Immigration,
Ottawa.

Sir,—I have the honour of submitting my report of work accomplished and settlers sent from this state to western Canada from July 1, 1900, to June 30, 1901.

You will see that the number sent from Minnesota far exceeds any previous year, or two years; also the number of car-loads of effects has more than doubled, as well as actual cash taken into western Canada by my settlers.

I have continued the plan of work adopted from the first, with a few improvements that are suggested and carried out as the work proceeds.

I attended the Minnesota State fair, held at Hamlin, between the Twin Cities, putting up a very fine exhibit of Canadian grains and grasses, both in the straw and threshed, after which I divided the large exhibit in two parts, and attended the county fairs, Mr. J. H. M. Parker, sub-agent at Duluth, taking one half of the exhibit and attending county fairs in northeastern and northern Wisconsin. I have found good results from the exhibits. The same programme will be followed this year; only attending different towns from last.

I also held some twenty-two public meetings in the different parts of Minnesota, addressing the people and explaining the advantages of western Canada as a home for farmers. I am pleased to say all these lectures were well attended and the number anxious for information far exceeded my expectation.

I have distributed thousands of atlases and pamphlets, received through you, in every county in this state. Callers at my office always go away loaded with information, atlases and pamphlets.

I have personally visited every county in this state, in many cases appointing a sub-agent to represent me.

These sub-agents, in many cases, have done good work, as their monthly reports will show, which reports, together with my own, have been forwarded to you regularly.

I find on careful examination of record in this office that I have sent from this state, as settlers in western Canada, between July 1, 1900, and June 30, 1901, 2,060 farmers, representing a cash capital of $2,273,757; they also took with them 241 car-loads of effects, representing a value of $323,800. Thus you will readily see how emigration is increasing from Minnesota.

I am of the opinion that I shall send nearly as many more this season, basing this opinion on actual observation, from letters of inquiry, and from the good reports that are constantly coming from parties who have already located in different parts of Manitoba, Assiniboia, Saskatchewan and Alberta.

Your obedient servant,

BENJAMIN DAVIES,
Canadian Government Agent.

No. 8.

REPORT OF CHARLES PILLING.

ST. PAUL, MINNESOTA, U.S.A., July 6, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg leave to submit my report for that portion of the year in which I have been operating in Minnesota, ending June 30, 1901.

Commenced work in the St. Paul office on December 1, 1900. During the winter months I addressed fifteen meetings in the southern part of the state, which were all well attended, and the results gratifying, as the correspondence, showing continued interest, and a considerable movement to western Canada from all the places where these meetings were held, testifies. In accordance with instructions, I made a tour of central and southern Minnesota, visiting all the sub-agents, making a special report and recommendations to Mr. W. J. White, the inspector, and Mr. Davies, the agent for this state. The suggested changes and rearrangement of territory embodied therein were adopted, and will, I believe, be of advantage to the work in their various districts. The balance of my time has been devoted to visiting correspondents, distributing literature at sales, fairs and markets, and assisting generally in such work as came to hand, or by direction of Mr. Davies. I have not considered it within my province to go into details respecting the work generally in Minnesota; this, presumably, being fully covered by the report of the resident agent.

Your obedient servant,

CHARLES PILLING.

No. 9.

REPORT OF J. M. MACLACHLAN.

ROOM 12B, CALLAHAN BUILDING,
MILWAUKEE, WISCONSIN, June 30, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit my first report on immigration. Since coming here in February (1901) to co-operate with Mr. Currie, I have noticed that the keenest interest is being manifested by farmers and others in our Canadian north-west. Letters have been coming in from every county in the state asking for information relating to our free grant lands, &c. Mr. Currie, who has been working here now for about three years, has covered the territory well, as is evidenced by the correspondence coming to hand daily with many requests for agents' certificates for reduced railway rates for intending settlers. Our publications are in great demand, and containing, as they do, useful maps as well as the fullest and most reliable information relating to the country, they do not fail to interest the people and are doing a good work in themselves, and in this way assisting the agents largely in their efforts to further the tide of immigration. From travelling over certain portions of the state I have been in a position to understand quite readily some of the difficulties one has to contend with in connection with the work here. One of the gratifying features of the work done in this state is the class of settlers that have been sent to make their homes in western Canada. They are thrifty, industrious, and energetic men and women, who are anxious and determined to succeed. Intelligent delegates, as well as individual land seekers, have gone from different sections, and I am pleased to report without exception they have all given the most favourable reports of the country, and the result has been that they—along with their neighbours in many instances—have sold out here and returned to settle in some one of the provinces. As my time upon this field has been of such short duration I must claim the indulgence of the department with reference to my meagre report. By the end of another year I hope to be in a position to give a more minute and favourable one, as far as my own personal knowledge of the work is concerned. In conclusion, I beg leave to say that, successful as the work heretofore has been, from present prospects I believe I am satisfied in saying that the coming year will show a large increase in the numbers that will emigrate to the great north-west. The seed has been carefully and well sown during the past two or three years, and a large harvest must naturally be the result.

Your obedient servant,

J. M. MACLACHLAN,
Canadian Government Agent.

No. 10.

REPORT OF W. V. BENNETT.

OMAHA, NEB., June 30, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit my report for the last year, from July 1, 1900, to June 30, 1901. The number of immigrants as actual settlers who have gone, and settled in Manitoba and the North-west Territories, was 1,661, who took with them 154 cars of settlers' effects, and a capital of $1,762,050. During the same period I had 22 delegates from different points in the state, who represented colonies varying in size from 10 to 100 families, this making a total of 1,683 souls. All whom I have heard from seem to be perfectly contented, happy and prosperous, and the outlook for the coming year is much more encouraging than ever before.

Your obedient servant,

W. V. BENNETT.

No. 11.

REPORT OF J. S. CRAWFORD.

214 West 9th St.,
Kansas City, Mo., June 30, 1901.

The Superintendent of Immigration,
Ottawa.

Sir,—The opening of 14,000 homesteads for free entry, in the Kiowa-Comanche Indian district, has been the principal event of the past year. It very much disturbed my work, as the lands are in my territory and all the railroads traversing the country south are active agents in taking prospective settlers over their lines. Not only movers from my territory have been assembling around the lands to be opened, but all the states have been contributing to the rush, until now there are ten to twenty people for every one likely to get a homestead. With this condition existing, I have a grain exhibit tent at Chickisha, Indian Territory, one of the prominent gathering places for these people, many of whom express themselves surprised at our products, and who declare that on failure to secure homes there, they will at once go to western Canada.

The final day for allotment being August 6, and one of the registration places being El Reno, Oklahoma Territory, I expect to move the exhibit and keep it there until after that date. Street meetings are also being held, and I expect good results to follow from that class of work. It is found that delegations from all the states of the Union are there, so that large results may be looked for, from work there on the return of many of these people to their homes.

A condition of drought existing now for the past three months, all over the southwest, from which will follow a failure in almost all kinds of crops, excepting wheat, will have a tendency to send people north to our country ; even now, this is being felt in increasing inquiries at the office here

I have forwarded about 400 settlers with their effects, and 65 delegates to examine the country and return and report, up to this date.

More than the usual amount of literature has been distributed, both at street meetings and through orders for same on department at Ottawa. The class of same supplied is well adapted to the needs of the people, and with the advertisements given the press, brings many inquiries, and it looks as if money spent in this way brings the best results. It is surprising, however, how much is yet required to be done to have the crowds of possible homeseekers hear of our country as a place of settlement.

In conclusion, I would say that before the season closes I expect a larger number of settlers to go north, from this district, than in any former season.

Your obedient servant,

JOHN S. CRAWFORD.

No. 12.

REPORT OF W. H. ROGERS.

WATERTOWN, SOUTH DAKOTA, June 30, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit my report of the work in South Dakota during the twelve months ending June 30.

The results of the year's work are very encouraging indeed. In that time, according to our records, 829 persons, with 216 cars of effects moved to Manitoba and the Territories. Besides these a great many families from the western part of the state, from which there is no direct outlet from the north by rail, drove across the country. No report has yet been received as to the exact number, but it is safe to say this additional number will raise the total to at least 1,000 persons. This represents an increase of about 100 per cent over the previous year.

Not only has there been a gratifying increase in point of numbers, but also in the financial condition of the people who have moved during the period covered by this report. The conditions existing and the methods employed are practically the same as have been outlined in previous reports. There is still quite a "boom" in South Dakota lands. Hundreds of farmers and speculators from the eastern and middle states are purchasing these lands at good figures. Immediately on selling these, farmers look for new homes elsewhere. The importance of looking after these people and directing them to the Canadian west is quite evident. Indeed, much of the success we are able to report is due to the utmost vigilance in this direction. The interest in western Canada continues to widen and deepen. As further evidence of this fact I may say the number of letters written during the last six months has averaged about 210 per month. Moreover, it is a common thing for parties to drive from 40 to 80 miles to meet me, to get all the information possible regarding the country, rates, routes, &c., &c. In conclusion, will simply say every indication points to an increasingly large emigration from this state to our Canadian north-west.

Your obedient servant,

W. H. ROGERS.

No. 13.

REPORT OF J. H. M. PARKER.

DULUTH, MINN., July 9, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I take pleasure in reporting the work done from this office for the year ending June 30, 1901. I attended several county fairs, distributed a quantity of literature and delivered 28 lectures, and the time is now at hand when Canada is going to receive the benefit of the advertising and work done in the states. Immigration from now on will increase from 50 to 75 per cent per annum. The number of settlers sent from this office was 582 during the past twelve months, with 65 cars of stock and household goods; $131,500 cash. The prospect for the next year is very encouraging. I have just returned from a trip through Manitoba and the North-west Territories, and I find the crops looking very good with few exceptions. The settlers all seem contented and doing well.

Your obedient servant,

J. H. M. PARKER,
Agent, Duluth, Minn.

No. 14.

REPORT OF W. RITCHIE.

GRAFTON, N. DAK., August 7, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg to submit this my report of work done in North Dakota from June 30, 1900, to June 30, 1901.

Number of settlers moved into Canada from North Dakota during above time, 1,203; numbers of cars of effects brought by above settlers, 384; value of each car, about $800; making a total of $307,200 worth of effects brought in.

Your obedient servant,

WM. RITCHIE.

No. 15.

REPORT OF REV. M. BLAIS.

MONTREAL, July 8, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have visited several French Canadian centres in the states of Minnesota and Kansas where I with regret noted much ignorance in regard to the advantages which colonization in our country offers. The astonishment caused by the lectures I gave, and during which I endeavoured to put forth our wealth and the brightness of our future convinced me that with more effort we should be able to transfer to our soil large numbers of our compatriots.

I attended to the office work during part of the winter, answering numbers of correspondents, who addressed me from the United States as well as from Canada.

During the spring I directed to the west a good number of families coming from the eastern states and the province of Quebec.

I have just returned from Manitoba, where I accompanied about 80 excursionists, all of whom have received excellent impressions by observation made on the spot. The beautiful appearance of the harvest in Manitoba ought to favour our work very much.

Your obedient servant,

M. BLAIS,
Priest, O.M.I.

No. 16.

REPORT OF THE REV. H. L. GOUIN.

HOTEL DIEU ST. JOSEPH,
MONTREAL, July 5, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit to you my report for the year ending June 30, 1901.

The first two weeks of the month of July I spent in the Canadian west, enouraging the new settlers, and giving advice to those I had brought, also visiting in company with delegates the districts of Carrot river and Alameda. My delegates have published in different newspapers very favourable reports.

During six weeks I visited the different centres of New England, where I gave several lectures. With a permanent agency a certain number of French Canadians could be repatriated. However, from experience gained from the American west, I am led to think that the repatriation of my compatriots is much easier to accomplish from Minnesota, North Dakota and Michigan, where free homesteads are practically a thing of the past.

Returning to the province of Quebec, I have given about thirty lectures about Manitoba and the North-west, endeavouring above all to visit the localities where there is less industry, and where the young people are still tempted to go to the United States. I also distributed about 25,000 pamphlets, newspapers, testimonials, reports, circulars, &c.

Since then I have been occupied with the correspondence and the compiling of a pamphlet, chiefly dealing with the Saskatchewan district.

Several young men have settled in the Carrot river district. The Montana miners with whom I had correspondence, will during the summer explore the most advantageous districts of the Canadian west.

I could not state the number of settlers who have gone to the west through my intervention during the year because I have not accompanied them all. As soon as the railway between Yorkton and Prince Albert is completed, I have no doubt that the Carrot river valley will attract a good number of settlers.

I have forgotten to state that I have written numerous articles in the papers.

Your obedient servant,

H. L. GOUIN, Priest,
Immigration Agent.

No. 17.

REPORT OF DAMASE GAUTHIER.

LAURENTIDES, P.Q., August 28, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—As a report of my work up to the 30th of June last, I have the honour to write to you as follows:—

Under instructions from the department, I have worked principally in the eastern states. I put myself in communication with the French Canadians, who are numerous in this part of the American republic, and I have tried to influence them to come to Canada.

The principal means I have used have been to give lectures. In these lectures I praised Canada, enumerated the advantages it offers, demonstrated the salubrity and mildness of its climate, the grandeur and fertility of its plains, the number, beauty and utility of the lakes and waters, the extension of its commerce, the brilliant future which is reserved for it, the benefits of agriculture and colonization. I have given some general observations upon the different centres of colonization.

I gave lectures at Holyoke, Three Rivers, Lawrence, Lowell and Nashua. When I know of any families who still have ties in Canada, I make it my duty to call upon them and engage them to return to their native land.

The third means which I have used has been to distribute literature. After my lectures I do not fail to offer to my audience books and maps upon the different points of colonization. I always carry a good lot with me, and when I run short, I promise to send them some by post. In this way I have distributed about a thousand pamphlets.

The work of immigration and repatriation has a very encouraging outlook in the United States. The prosperity which exists in our country, the progress of the agricultural class, the success of the dairy industry, have made all eyes turn to the Canadian side. It was because of this that the Canadian immigration last spring was so large. It promises to be still greater next spring.

Your obedient servant,

DAMASE GAUTHIER,
Immigration Agent.

No. 18.

REPORT OF C. O. SWANSON

WATERVILLE, P.Q., July 4, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg leave to submit to you the following report of work done during the last year.

On November 2 I had the most successful excursion that I have ever had. The excursion was from St. Paul and Minneapolis over the Soo Line. I had settlers and delegates joining me at different stations along the route. I got a first-class report, signed by thirteen of the delegates, which report was published in the Winnipeg *Free Press*, and in the *Swedish-American Mail*, Minneapolis, and forwarded to the department.

On January 1 I started on a trip to the western states, and visited a few localities where I thought I could do the best work. I continued my trip to Alberta to visit the colonies, and to look up the best land on which to settle people this spring. During this trip I got very good letters from some of the first settlers in the colonies. These letters have also been printed in folder form, and are being sent out to the inquiring public, and the letters are doing good work.

This spring I had my annual April excursions from Montreal and Minneapolis. They were a success, especially the one from Minneapolis. The Scandinavians are coming into Canada from the western states in large numbers, and the numbers are increasing every year.

A few parties go occasionally from the east. I sent a party of thirteen from Montreal to Alberta on June 25. I have also had several families direct from Sweden this spring who have mostly gone to Alberta.

You are aware that there has not been much advertising done in the Scandinavian language through the papers this spring, but we have had all we could manage in the way of correspondence from what has been done. Since January 1 we have received at the office in Ottawa 1,500 letters, which have been attended to, and I have answered personally about 800 here at Waterville and while travelling.

The prospect for Scandinavian immigration is good. Our settlers in the west are prospering and are looking for very large crops this year. The markets are good, and I hope there will be nothing to disappoint them.

Your obedient servant,

C. O. SWANSON

No. 19.

REPORT OF THE LAKE ST. JOHN REPATRIATION AND COLONIZATION SOCIETY.

QUEBEC, August 12, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I beg leave to report as follows to your department on the work done by this society jointly with the Quebec and Lake St. John Railway Company, on behalf of immigration and colonization during the year ending June 30, 1901.

One thousand nine hundred and twenty-three new settlers have been directed to the Lake St. John region, divided as follows :

From United States and Canada	1,708
" France	188
" Belgium	19
" Norway	4
" Italy	4
Total, new settlers	1,923

Of course, as in the past, these settlers were transported free by the Quebec and Lake St. John railway, together with their household effects.

Delegations also came from different parts and have proved to be very effective in every respect. As in the past, these delegates have been transported gratuitously by the railway. We have also had delegates from Belgium, France, Finland and Russia. The reports of all of them have been most favourable to the Lake St. John region, of which many of them speak enthusiastically from every point from which they have regarded it.

During the past year we had : 206 delegates, representing 111 parishes in Canada and the United States, 38 counties in Canada, 2 states in the United States, 6 different countries.

Three farmers' excursions took place during the year, the success of which surpassed our anticipation. Seven hundred and twelve intending settlers took advantage of these opportunities to visit this fertile region, a number nearly double that of last year, which was 387. Three hundred and seventy-two others have taken advantage of the special half-fare rate existing for those who visit the region with a view to settling there.

This makes nearly 3,159 as the number of persons who, for the purpose of colonization, through our society have gone into the Lake St. John region during 1900-01, either to visit it with a view to settlement, or to definitely settle there.

The Colonization Department of the Quebec government has been good enough to supply us with attractive advertising matter for our undertaking; and quite recently have had printed for us many thousand copies of a hanger which has obtained many expressions of approval.

'Le Colon,' the organ of our society, founded last March, aids us greatly in our work; it keeps before the public the Lake St. John region by its gratuitous distribution among the prospective settlers, keeping the latter well informed as to the continued progress of all the district. Regarded from the standpoint of our work, its services are very valuable.

We have the pleasure of being in a position to state that those settlers who are now coming in are much better provided than in former years. Thus, last year 52 families brought with them complete car-loads of furniture, agricultural implements and cattle, say about 1,040,000 pounds in weight, besides about 1,500,000 pounds in less than car-load lots brought in by the remainder of the settlers, in all, a total of more than 2,500,000 pounds of effects owned by settlers coming into the Lake St. John district.

The dairy industry grows yearly and extends its benefits as far as the most recent settlements of the Lake St. John district. This industry amounted in 1899 to $2 04,716, and its output in 1900 to nearly $500,000, and the 1901 figures promise a still larger increase.

In view of the rapidly increasing immigration movement towards the Lake St. John district, the society has decided to send its secretary to work out agencies throughout Europe, and it is expected that he will leave during the month of October next.

I trust that you will be satisfied with the present increase in the number of settlers and the continuously growing popularity of the Lake St. John region.

Your obedient servant,

RENE DUPONT,
Secretary.

No. 20.

REPORT OF A. RIBOUT.

Mattawa, Ontario, August 8, 1901.

The Superintendent of Immigration,
Ottawa.

Sir,—In accordance with your instructions I have the honour to submit my report for the year ending June 30, 1901.

Having received my appointment as immigration and colonization agent for western Ontario, in order to get a true knowledge of the country, I first started for North Temiscaming, in the provinces of Ontario and Quebec, and made an exploration over that beautiful country.

From October, 1900, to the end of June, 1901, I have delivered in the eastern states and in different places in the province of Quebec 18 lectures illustrated by means of a powerful acetylene lantern, which I carry along with me with views of the country; in every case the attendance was above expectations, and a keen interest was displayed.

During the lectures I have called the attention of my hearers to the magnificence of our lands for colonization, principally on the North Temiscaming in the district of Nipissing, province of Ontario, and in the county of Pontiac, province of Quebec.

I always when speaking to my audience dwell principally on the farming industry as it is carried out in our country.

I dwelt also on the necessity of raising stock, such as cattle, sheep, hogs, &c., which is of first importance for farming and for the success of farmers.

I have a large correspondence to attend to: I find that when the advertisements in the newspapers are running, the number of letters received is very appreciably increased.

I have published in *La Patrie* a series of articles concerning the North Temiscaming region, which were well appreciated, as I saw by the numbers of letters I have received and which I answered.

The results from my lectures and correspondence brought up in the course of the spring two families from France, altogether eight souls, who are settled in the vicinity of Mattawa; four families from the province of Quebec, 21 souls, who are settled in the township of Cameron, near Mattawa; one family from Parry Harbour, who are settled in the township of Mattawa, four souls; 21 families from the eastern states were directed to the Temiscaming region, Quebec side, making a total of 163 souls. Sixteen families are settled around Verner; six are settled around Warennes; seven in the townships of Dunnett, Appleby, Casimir and Jennings, and nine in the French River valley, making altogether a total of 234 souls.

The capital in money and stock taken by those I got a report from, amounted from $300 to $800; that is not bad for a start on good lands, such as are in those regions.

I must also say that a number of families went to those places without calling at my office for particulars; they were directed by the Society of Colonization of Montreal.

In the townships of Bucke, Dymond, Casey, Harris and Hudson, in the district of Nipissing, many new settlers arrived during the fall of 1900 and this spring, through the Bureau of Colonization of Ontario; not less than 20 new houses were erected this year in the New Liskeard village, not counting the new farmers established in the vicinity. That country is progressing very rapidly.

Many land prospectors went through the North Temiscaming country this year, and they all returned home very enthusiastic about what they saw.

Since my appointment as an immigration and colonization agent on the 1st of August, 1900, I have received 278 letters of inquiry about lands, quality of soil, &c., to which I replied. I have distributed by mail and other ways 2,000 copies of a pamphlet on the North Temiscaming region. I also sent out, on request, 60 maps of the district of Nipissing, and 60 of the county of Pontiac, and a quantity of literature issued by the Quebec and Ontario governments.

Many persons asked me for particulars of Manitoba and the North-west Territory; not having visited these parts of the country, I answered them what I have learned myself by literature in my possession.

My policy, or my conscience either, does not allow me to depreciate any part of our country, but at the same time I consider that the North Temiscaming region is one of the finest in Canada; being good soil and suitable for every people, rich or poor. I have no doubt that if the Ontario and Quebec governments wish to help liberally the opening of good colonization roads, that region will soon be one of the most important in Canada, for it grows every kind of crop, as wheat, oats, barley, &c., as well as any other territory for colonization, and also because it is easy to establish any kind of industry by developing its numerous water courses.

Your obedient servant,

A. RIBOUT,

Dominion Immigration and Colonization Agent.

No. 21.

REPORT OF R. A. BURRISS.

PORT ARTHUR, ONT., July 13, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit my report of immigration work done in the districts of Thunder Bay and Rainy River, for the year ending June 30. Many of the difficulties experienced during the past two years are gradually disappearing. The one great disadvantage is still in the way, the want of colonization roads in advance of settlement.

Good roads and other means of communication are a necessity in any country and especially so in a well-wooded one such as this. It is not right that settlers coming from a distance should have to chop and hew their way into their locations. Some have come thousands of miles to find that the last dozen miles of their journey presented the greatest difficulties.

Notwithstanding that colonization road work is in progress in the townships, roads are only being made for the settlers who have arrived, and have been on their locations one or more years, while many cannot get to their claims, and all new seekers for homes must of necessity force themselves into unroaded territory. The next difficulty in the way of successfully colonizing is the want of re-surveys. As fast as re-surveys are made the locations are taken.

At the present time new locatees are searching with compass and chain for their lots. In the township of Dorion, east of Port Arthur, on the Canadian Pacific railway, the above condition exists.

Some colonization road work was done, but within a month settlers have gone back three to four miles with nothing to guide them to their lots but a trail.

Industrious men with their cars of effects and families have gone in there recently. Every land-seeker sent into Dorion has returned and located a claim, all expressing themselves as being delighted. About one-third of this township has been colonized this spring.

In the townships of Gillies and O'Connor, in Thunder Bay district, the settlement has prospered, new families are coming in, all the available lots being taken up. Roads are being constructed, at least fifty miles, and bridges built across the White Fish river, and the superintendent of the Duluth branch of the Canadian Northern has been placing in switches. Whereas two years ago we had twenty-five of a population, we have now four hundred and twenty-five, and all of them are pleased, and are reasonably prosperous, taking into consideration the limited means many of them had when they arrived. This is pre-eminently a poor man's country. Three new school-houses are being erected. This settlement will be extended into Marks, Lybster and Conmee. We are calling for roads and surveys. About twenty-five families of Finlanders have located here. Last fall two of their leading men came to me with their preacher wishing transportation arranged that he might make semi-monthly trips and hold religious services.

All of the available land in Blake has been entered, and some of the settlers are making creditable showings. Some more road-work has been done, and it is important to have the work extended as far as possible next year in order to admit of further

settlement. The most prosperous community of farmers in this district is in Slate river valley. Some things that contribute to the great success of these people is their proximity to Port Arthur and Fort William over good roads. Their land is very easily cleared, and of the best quality. Men of some means have located here, many of them from the States. The Illinois settlement are adjusting themselves splendidly to the conditions of this country while many former Canadians are coming from South Dakota. One day two weeks ago two cars of fine stock, consisting of four head of horses and fifteen head of cattle, were unloaded for this section. One car came in from South Dakota, and two more from the same section are to be here in October.

In the township of Oliver, a number of improved farms have been purchased by new settlers, who are doing splendidly. One gentleman has started a dairy and markets one hundred pounds of butter per week in Port Arthur. Eighteen families came with this gentleman to New Ontario and all of them remained but two. One gentleman from South Dakota recently contracted for one thousand acres out of which to make a dairy farm. People from all over the continent are asking for transportation rates and coming to Port Arthur and Fort William, and all the smaller towns along the railroads of the district, to go into business. Carpenters, mechanics and common labourers are coming from all quarters with their families and have no trouble in finding employment. It is next to impossible to find a house to rent, while new buildings are going up in all directions.

Little progress can be made in the settlement of the lands of Rainy river until the Canadian Northern railway is completed from Port Arthur to Winnipeg. We have a million acres of fine agricultural land there, some twenty-four townships open to free grant now. There has been a general inflow of settlers this year, but, probably nowhere are roads in greater demand and more difficult to make for the want of gravel. The settlers who have been placed in there during the past three years from the United States are prosperous and happy, having church and school.

Great preparations are being made to push the settlement of Rainy river. The Canadian Northern has given settlers rates from Winnipeg to the mouth of the river, and many settlers are availing themselves of them, while at Port Arthur is located the Immigration building, for the accommodation of all settlers from the United States and eastern Canada. Transportation rates are procurable from both railways entering her. In the near future we can offer settlers every advantage.

We are securing a desirable class of settlers, men are coming who wish homes. They have added many thousand dollars to the wealth of New Ontario. Young men are coming with their brides to make homes. Ninety foreigners recently applied for naturalization in Port Arthur. They have become British subjects. Many of the new settlers on Rainy river are anxious to take out naturalization papers.

It has been my aim to induce immigration from foreign countries. Your department sent me to the United States to spend February and March lecturing and distributing literature. I visited Michigan, Ohio, Indiana, Kentucky, Kansas, Missouri and Iowa. Everywhere I was received with the greatest courtesy. Churches, town-halls, colleges, high-schools, and other places were thrown open free, while the people seemed to be delighted to hear of Canada and her development. But notwithstanding all this, I assisted about three families from eastern Ontario for every one from the United States. I have a man now located at Red Deer, Alberta, from Illinois, who expected to come here, but could not, who will devote much of his time to circulating literature and helping others from his state in settling there, and several parties are arranging to go.

Owing to the great influx of settlers into Thunder Bay and Rainy River districts this year it has been almost impossible to keep a record of the exact number. They came in via Winnipeg, Tower and Fort Frances, Duluth, and Detroit. Through the influence of my lectures, the circulation of literature, and the many articles printed in the United States papers, my work has been more of a general character. It has been a help to all our United States agencies. From one locality in Wisconsin we had ten

families, former Canadians, who came with all their effects, one a merchant with enough means to purchase property and go into the mercantile business.

At a very low estimate, we have had from the United States alone four hundred people with all their possessions.

The population of Port Arthur alone the past year has increased eight hundred The Rainy river valley had about nineteen cars of settlers' effects from all places ; we have had ten cars unloaded here, also two saw-mills to go into the country. Immigration to our districts has been most flattering. We have had more population during the past two, than the previous twenty years. We had sixteen families from one county in eastern Ontario, all with farms of their own and prosperous. New settlers are going into dairying, stock-growing, gardening, and one man into bee culture with profit. The immigration hall in Port Arthur is free to all and of great service to the settler. Here they store their effects and leave their families while being located. Land guides are furnished free. Ninety per cent of the settlers are happy and prosperous.

Your obedient servant,

R. A. BURRISS.

No. 22.

REPORT OF THE REPATRIATION AND COLONIZATION SOCIETY OF MONTREAL.

The Superintendent of Immigration,
Ottawa.

SIR,—I have the honour to submit the eighth annual report of the operations of this society, covering the period between July 1, 1900, and June 30, 1901, during which 818 persons, adults and children, have settled upon lands in the provinces of Quebec and Ontario as well as in Manitoba and the Canadian North-west Territories, under the auspices of this society, and the number of visitors or prospective settlers to the different colonization centres was 367, making a total of 1,185.

The settlers were distributed as follows:—

Gaspe	63
Matapedia	24
Lake St. John	21
North of Montreal	569
Lake Temiscamingue	63
Northern Ontario	62
Canadian North-west	16
Total	818

The visitors were divided in the following manner:—

Matapedia	10
Lake St. John	13
North of Montreal	325
Northern Ontario	9
Gaspe	...
Temiscamingue	...
Total	367

According to their birthplace the settlers reported at the offices of the society may be classed as follows:—

From Canada, 600, from the United States, about 150; and the balance from Europe.

It is important to remark here that the officials of the agency are not authorized to issue settlers' tickets to immigrants from Europe destined for the west. Only those who come to settle in the eastern provinces are recorded. However, the requests for information coming from France, Belgium, Switzerland, &c., have increased perceptibly since the great exhibition at Paris.

I am happy to add that in the districts where it is possible more closely to control the colonization movement the numbers furnished each year by our society agree pretty well with those of the last census.

But as to the general result of our operations during the period covered by this report, I regret to have to state that the number never went so low, even during the first year of our labours. Such a decrease, during the remarkable era of prosperity, seems strange and demands explanation. Obstacles have arisen, which have largely neutralized our efforts and the effectiveness of our work. To mention one—the essential condition, the first matter of all colonization, is the land, the facile granting of lots. It must be acknowledged that in the province of Quebec this is the most deplorable deficiency. North of Montreal and Ottawa, as well as in the Temiscamingue, the Gaspe and Matapedia districts, the lands open for settlement have not been subdivided, and there are no roads. All that I have said on this subject, in my annual reports of 1898 and 1899, is still true, with aggravation, and the development of the country is thereby greatly retarded.

Your obedient servant,

T. A. BRISSON,
General Agent.

No. 23.

REPORT OF T. O. CURRIE.

MILWAUKEE, WIS., October 18, 1901.

The Superintendent of Immigration,
Ottawa.

SIR,—I submit my annual report of work done in the state of Wisconsin during the year beginning July 1, 1900, and ending on June 30, 1901.

As previously reported, by instructions from the department, I opened an office in the city of Milwaukee in July, 1900, and as soon as settled proceeded at once with the general work in the state.

We began attending fairs last year in August, and continued attending same until along in October, report of which I have already submitted to the department.

I am pleased to report that during the year we sent 511 people from the state of Wisconsin into the Dominion of Canada, some going into northern Ontario, some to Manitoba, but a greater portion going to Saskatchewan and Alberta. Many others, I believe, have gone from this state through our influence of which we have no track, only that they have left. Many avail themselves of the spring excursions; we having kept them thoroughly posted on that line, they took advantage of same. Seventy-five per cent of those who left this state were ex-Canadians. They are a very desirable class of settlers. With but two exceptions they brought with them considerable wealth, one family connection from the vicinity of Ripon bringing with them $143,000 in cash and three car-loads of freight. These people purchased three sections of land near Red Deer, and many others are following to locate in the same district. The settlers brought with them a total of $532,000 and 22 car-loads of freight.

While the work has not been so extensive in some quarters as we would have liked it to have been, we are more than pleased with the class of settlers that we have been able to secure.

Our work at the fairs we attended last fall proved to be fertile seed sown in good ground.

We still meet with strong competition in this state from large land companies, and particularly from two lines of railroad that hold large tracts of land in the northern part of the state, the railroad companies in many instances giving free transportation to settlers and their household effects, who will purchase their lands, and in every instance giving free transportation to those in search of homes who will go and view those lands.

On returning to my office last fall at the conclusion of fairs, I found myself overwhelmed with work and calls for interviews from all parts of the state. During the year we visited nearly every county in the state, and some counties many times. I continued the work along until February, when you were good enough to send to my assistance Mr. MacLachlan, who ably assisted me in the office. I left him in charge of the office work, taking the outside work myself, but as far as possible in emergency cases he would go out to assist me at points which I could not reach.

With brighter prospects ahead of us for the coming year, full of hope, I trust our most sanguine expectations may be crowned with success, and above all that we may be able to secure such an honourable class of settlers in future as we have in the past.

Your obedient servant,

T. O. CURRIE.

PART III.

DOMINION LANDS SURVEYS

SURVEYS.

REPORT OF THE SURVEYOR GENERAL.

DEPARTMENT OF THE INTERIOR,
TOPOGRAPHICAL SURVEYS BRANCH,
OTTAWA, August 23, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the following report upon the operations of the Topographical Surveys Branch during the twelve months ending June 30, 1901.

Between June 30, 1900, and the end of the calendar year, twenty-six survey parties were employed on ordinary land surveys in Manitoba, the North-west Territories and British Columbia. In 1901, the number of parties engaged upon the same kind of work was thirty. In addition to the above, two parties were defining the British Columbia-Yukon boundary, and one was exploring in the Mackenzie and Keewatin districts. Four surveyors are permanently located in the Yukon Territory, and are making surveys under the direction of the Commissioner of the Territory.

MANITOBA.

Cyrus Carroll, D.L.S., during the last half of 1900, completed the survey of the outlines of townships 1 and 2 in ranges 11, 12 and 13, east of the principal meridian, and also subdivided certain portions which appeared to be suitable for settlement. In townships 1 and 2, ranges 11 and 12, 36 sections were surveyed most of which were occupied by settlers. He completed his season's work on October 12.

J. A. Coté, D.L.S., is engaged in making surveys in south-eastern Manitoba, in the neighbourhood of the Manitoba and South-Eastern Railway. He was instructed to survey all the meridian outlines intersecting the railway line, and to subdivide such of the lands on the railway, or adjacent to it, as may be required. He is also to subdivide portions of township 1 in ranges 8 and 14, and to run the outlines of township 5, range 9, townships 3 and 4 in range 10, and township 2, range 13, east of the principal meridian. He reports that he has completed the surveys required in township 5, range 9, and in township 4, range 10.

R. Bourne, D.L.S., was instructed on September 19, 1900, to make a resurvey of township 17, range 1, and township 19, range 2, east of the principal meridian, and to survey the sixth base line from the principal meridian eastward, a distance of twelve miles. Since then, he has been instructed to survey the principal meridian through townships 21, 22, 23 and 24, to project the seventh base across range 1, and to run the meridian exterior between ranges 1 and 2 east from the seventh base to the sixth correction line. He has completed the resurvey of township 17, range 1, east of the principal meridian.

C. E. Aylsworth, D.L.S., completed the subdivision of township 33, range 30, township 35 in ranges 30 and 31, and township 36, range 30, west of the principal meridian, in the Thunder Hill Doukhobor reserve. He was afterwards instructed to re-mark some of the corners, which had become obliterated, in township 25, range 27, west of the principal meridian, and also to re-mark about thirty-eight miles of township outlines in the Swan river district, which had been run in winter, and were,

therefore, not mounded. This season, Mr. Aylsworth was instructed to re-survey townships 11 and 12, in ranges 7 and 8, and to re-establish a number of corners in township 13, range 7, east of the principal meridian. He has also been instructed to subdivide the south half of the north-east quarter of section 11 in township 13, range 6, east of the principal meridian, into lots, with an area of about one acre each. The Canadian Pacific Railway station of Tyndall is located upon this section. Mr. Aylsworth reports that he has completed the resurvey of township 12, in range 8.

H. B. Proudfoot, D.L.S., has this year been awarded a contract for the subdivision of a number of townships in central Manitoba lying between the south end of Lake Winnipeg and the principal meridian.

A. F. Martin, D.L.S., is Swamp Lands Commissioner for the Manitoba government, but in connection with that work he has instructions from this department to survey some township outlines. He has also been instructed to locate and survey a colonization road from Teulon northerly along the Limestone ridge for a distance of about sixty miles. Mr. Martin has been working, up to the end of June, in the country between lakes Winnipeg and Manitoba.

Thos. Turnbull, D.L.S., was instructed to make an exploratory survey of the country between lakes Winnipeg, Manitoba and Winnipegosis. He was engaged in this work during the latter part of 1900, leaving the field about the end of January, 1901. He reports that the best land is close to the lakes, while the interior is mostly swamps, marshes and stony ridges. A map showing this exploration is appended.

C. A. Bourget, D.L.S., who was working under contract on the west side of Lake Winnipegosis in the Dauphin district, finished work for 1900 by subdividing township 34, in ranges 19 and 20. The country where he was working is covered with a dense growth of timber with a great quantity of windfall, and is partly burnt over.

Jas. Dickson, D.L.S., who was engaged during 1900 in making surveys in the north-western part of Manitoba, completed his work on October 11 ; then, according to instructions of September 18, he inspected a number of townships which had been surveyed under contract.

J. C. Desmeules, D.L.S., was engaged in surveys in the Dauphin district during 1900. During the last half of the season, he surveyed the north outline of township 31, range 20, west of the principal meridian. He then produced the eighth base line westward for three miles, and ran the east outline of township 28, range 24, and the north, east and south outlines of township 27, range 23. He completed the season's work by subdividing township 27, range 23, and a part of township 28, range 23, west of the principal meridian.

NORTH-WEST TERRITORIES.

J. J. Dalton, D.L.S., is engaged in surveys in Assiniboia, near Yorkton and Pelly. A number of lakes in that district having dried up, it was thought advisable to subdivide their beds ; Mr. Dalton has been instructed to do the work. These lake beds occur in townships 24 and 25 in range 1, townships 24, 25 and 26 in range 2, townships 23, 25 and 26 in range 3, and townships 23, 24 and 25 in range 4, west of the second meridian. He is also to subdivide township 32, range 30, and townships 31 and 32 in range 31, west of the principal meridian, and to make a traverse of the south bank of the Assiniboine river in township 32, ranges 1 and 2, west of the second meridian. The north side of the eighth correction line has been marked with two sets of posts, across ranges 1, 2, 3 and 4, west of the second meridian, and Mr. Dalton has been instructed to remove those belonging to the old system of survey ; he is also to re-mark a number of obliterated corners in township 25, range 5, west of the second meridian.

A. J. Brabazon, D.L.S., had instructions to dispose of various survey outfits which had been stored between Dauphin and Yorkton, and then to renew the survey marks in township 23, ranges 5, 6 and 7, and in township 24, ranges 6 and 7, west of the second meridian. He found that most of the creeks and sloughs which were

shown in the original surveys of these townships, had dried up entirely. He finished his work about October 26.

A. F. Martin, D.L.S., was last year working under contract west of the second meridian. During the last half of the year, he completed the subdivision of townships 33 and 34, range 4, townships 33, 34 and 35, range 5, township 32 and 33, range 9, and townships 27, 28, 33 and 34, range 10.

A. Bourgeault, D.L.S., was working under contract during 1900 in the country west of Prince Albert. He completed the subdivision of township 46 in ranges 8, 9 and 10, and township 47, in ranges 8 and 9, west of the third meridian. This season, Mr. Bourgeault has been awarded a contract in Saskatchewan, north of Quill lakes. He is to subdivide township 35 in ranges 11 and 12, and township 36 in ranges 11, 12 and 13, west of the second meridian.

P. R. A. Belanger, D.L.S., was working during 1900 in the vicinity of Pasquia mountain. During the last half of the season, he produced the eleventh base line as far as range 15, and also ran the east boundary of range 9 south to the eleventh correction line. This season, Mr. Belanger is working in the country east of Prince Albert. He has been instructed to survey the thirteenth base line from the second meridian westward to the east boundary of range 20, and also to run the east outlines of townships 45, 46, 47 and 48, in ranges 5 and 9, west of the second meridian. Mr. Belanger left for the west about the end of April. He has already completed the base across ranges 19, 18 and 17.

James Dickson, D.L.S., during the season of 1901 has been instructed to survey certain township outlines between Prince Albert and the second meridian, north of the twelfth base line. He has already completed the east outlines of townships 45 and 46 in ranges 6, 7 and 8, west of the second meridian.

J. A. Belleau, D.L.S., was engaged during 1900 in making surveys in the Thickwood hills. He first ran eight miles of the meridian between ranges 6 and 7 to the north outline of Pet-ty-quaw-ky Indian reserve; then he surveyed the meridian outlines of the Doukhobor reserve near Carleton, and also the north outline of township 46, range 7, west of the third meridian. This season Mr. Belleau, with his assistant, Mr. P. W. Currie, is surveying in the country east of Prince Albert in Saskatchewan. He was instructed to complete the twelfth base line across ranges 9, 10 and 11, and to survey the east outlines of townships 47 and 48, in ranges 12, 13 and 14, of townships 45, 46, 47 and 48, in ranges 16, 15 and 14, west of the second meridian. He started work at the northeast corner of township 44 in range 12, but on account of the exceptionally wet season, and the swampy nature of that part of the country, he was compelled, after running about two miles of the line, to abandon work there; he has commenced work on the meridian outline between ranges 13 and 14.

C. C. DuBerger, D.L.S., was engaged in renewing corner marks in Northern Alberta. He had also been instructed to subdivide township 52, range 21, townships 49, 50 and 51, range 22, and townships 48 and 49, range 23, all west of the fourth meridian. He renewed the corners in townships 53 and 54, in ranges 19 and 20, west of the fourth meridian, and also the corners along the north outline of township 52, range 21. He finished his season's work by completing the subdivision of township 52, range 21, west of the fourth meridian. Mr. DuBerger's work for 1901 consists in running township outlines, adjoining the ninth and tenth base lines between ranges 4 and 10, west of the second meridian.

L. P. Gauvreau, D.L.S., was given a contract in 1900, to subdivide townships 43, 44 and 45, in ranges 8 and 9, west of the third meridian. He completed these townships, but on account of irregularities of survey, the work has not been accepted.

J. J. McKenna, D.L.S., was given a subdivision contract in the Cypress hills. During the last half of 1900, he completed the subdivision of township 5, in range 24, and township 6 in ranges 24 and 27, west of the third meridian. Mr. McKenna is again working under contract this season. He has been instructed to subdivide

certain townships in Red Deer district in Central Alberta. His work includes township 37, in ranges 17, 18, 19 and 20, township 38 in ranges 17, 18, 19, 20 and 21, and township 39, in range 18, west of the fourth meridian. Mr. McKenna reports that he has not been able to start work as early as he expected on account of the wet condition of the country.

E. J. Rainboth, D.L.S., during the last half of 1900 completed his subdivision contract in southern Alberta. The townships surveyed lie for the most part in the district which has been opened up by the construction of the Alberta Railway and Coal Company's railroad, which runs south from Lethbridge. This year, Mr. Rainboth has again been given a contract to subdivide a number of townships in southern Alberta, south of Medicine Hat, and in the Cypress Hills.

G. J. Lonergan, D.L.S., is engaged in making scattered surveys in southern Alberta to meet the requirements of the settlers in that district. This is the work that Mr. J. E. Woods was engaged in last season. Mr. Lonergan has been instructed to subdivide township 1, range 21, and township 7, range 26, west of the fourth meridian, and township 14, in ranges 1 and 2, township 15, range 2, townships 16 and 20, in range 3, and township 16, range 4, west of the fifth meridian. He is also to subdivide parts of township 1, range 28, township 2, in ranges 22 and 29, township 11, range 29, and townships 2 and 11, in range 30, west of the fourth meridian, and townships 5 and 10, in range 1, and township 13, in range 2, west of the fifth meridian. He is also instructed to make a traverse of part of Milk river in township 2, range 21, west of the fourth meridian, and of High river in township 18, range 2, west of the fifth meridian. He reports having finished work in township 2, range 22, and in township 7, range 26, west of the fourth meridian.

J. E. Woods, D.L.S., was engaged all the season of 1900 in southern Alberta making various surveys to meet the requirements of the settlers in that district. He surveyed the meridian outlines of townships 2 and 3, in ranges 16, 17, 18 and 19, west of the fourth meridian. He also subdivided portions of township 27, range 20, townships 1 and 3, range 22, township 1, range 22, township 1, range 28, and township 3, range 29, west of the fourth meridian, and township 6, range 2, west of the fifth meridian. In the latter township, he also made a traverse of Old-man river. He produced the section lines from township 6, range 3, west of the fifth meridian, through the Crow Nest Pass to the western boundary of Alberta, and also made a traverse of the railway through this district, and a part of the Crow Nest river. During August, he traversed part of the Vermillion lakes and Forty-mile Creek in the Rocky Mountains Park of Canada. Before coming east, he examined a subdivision contract in southern Alberta along the Alberta Railway.

C. E. Towle, D.L.S., has been awarded the contract for the subdivision of a number of townships in the vicinity of Red Deer in Alberta. His work comprises townships 31 and 32, in ranges 21 and 22, townships 31, 32, 33 and 34, in range 23, and townships 31, 32 and 33, in range 24, west of the fourth meridian.

G. P. Roy, D.L.S., has accepted a contract in Alberta near Red Deer. He is to subdivide townships 35 and 36, in ranges 19, 20 and 21, and townships 33 and 34, in ranges 21 and 22, west of the fourth meridian.

W. F. O'Hara, D.L.S., was engaged during 1900 in making surveys in the Finlanders' reserve, west of the fifth meridian. During the latter half of the season, he completed the meridian outlines of townships 41, 42, 43 and 44, range 4, townships 39, 40, 43 and 44, range 5, townships 38, 39 and 40, range 4, and of township 40, range 6.

J. N. Wallace, D.L.S., is engaged on the survey of outlines in the Finlanders' reserve, west of the fifth meridian. He has reopened part of the thirteenth base north of Pigeon lake, and has completed the survey of the east outline of townships 45, 46, 47 and 48, in range 2, west of the fifth meridian. Mr. Wallace reports that he is progressing rather slowly on account of the heavy timber with which the country in this neighborhood is covered, and also on account of the season being exceptionally wet.

A. McFee, D.L.S., completed his 1900 contract by subdividing townships 41 and

42, in range 2, west of the fifth meridian. This season, Mr. McFee is working under contract in Alberta, west of Red Deer. He is to subdivide township 38, range 3, township 39, ranges 2, 3, 4 and 5, and township 40, range 5, west of the fifth meridian.

John Molley, D.L.S., was given a survey contract in western Alberta. He is to subdivide townships 40, 41, 42, 43 and 44, in range 3, and township 40, in range 4, west of the fifth meridian.

Hugh McGrandle, D.L.S., was given a contract for the subdivision of several townships south of Pigeon lake in northern Alberta. The contract includes townships 43, 44 and 45, range 2, and townships 45 and 46, range 1, west of the fifth meridian, and townships 15 and 16, range 28, west of the fourth meridian. He is also to make a traverse of Battle and Blindman rivers, and to renew certain corners in this neighbourhood which had been marked with wooden posts.

J. C. Desmeules, D.L.S., is this season engaged in surveying in the Edmonton district. He has been instructed to subdivide township 49, range 28, west of the fourth meridian, and townships 47, 48, 49, 53 and 54, in range 1, and townships 49 and 53, in range 2, west of the fifth meridian.

Louis Gosselin, D.L.S., is at work in the Beaver hills near Edmonton. He was awarded a contract for the subdivision of townships 49, 50 and 51, in range 22, and townships 48 and 49, in range 23, west of the fourth meridian.

R. W. Lendrum, D.L.S., was working under contract during 1900. He finished his work for the season by subdividing townships 43 and 44, in range 1, west of the fifth meridian. This season, Mr. Lendrum has been awarded a contract in the Beaver hills, east of Edmonton. He is to subdivide township 50, in ranges 20 and 21, and parts of township 51, in ranges 20 and 21, and township 52, in range 20, west of the fourth meridian.

J. B. Saint Cyr, D.L.S., was awarded a contract in northern Alberta. He is to subdivide townships 59 and 60, in ranges 24, 25 and 26, west of the fourth meridian. He left for the west early in June.

J. K. McLean, D.L.S., was engaged during 1900 in making surveys west of the fourth meridian in northern Alberta. He was instructed to renew the survey marks in township 57, in ranges 22, 23, 24, 25 and 26, and to complete the subdivision of township 58, in ranges 17 and 18, together with the sixteenth base line and some adjacent meridians. During the last half of the season, he renewed the corners in township 57 in ranges 22 and 23, and subdivided part of township 58, range 18. This season, Mr. McLean is working in the Edmonton district. His instructions are to complete the subdivision of township 58, in ranges 24, 25 and 26, west of the fourth meridian, and to run certain township outlines between the fifteenth and sixteenth correction lines between ranges 20 and 27, west of the fourth meridian. Mr. McLean reports that part of the fifth meridian was obliterated, and that he was obliged to re-run it. He has completed the eastern boundary of townships 59 and 60, range 27, and a portion of the base line across range 26.

L. E. Fontaine, D.L.S., was instructed in 1900 to produce the fourth meridian and run various outlines adjoining it. He commenced work by re-marking the fourth meridian between the fifteenth base and the fifteenth correction line, and then produced it northward as far as Cold lake. He then ran part of the outlines of township 63, ranges 1 and 2, township 64, ranges 2, 3 and 4, and of townships 63 and 64, range 5. In April of this year, Mr. Fontaine received instructions to survey parts of the sixteenth and seventeenth base lines and the intervening block outlines, this being a continuation of his last season's work; but while proceeding to the field he met with an accident; his party has been disbanded.

A. C. Talbot, D.L.S., during the last half of the season of 1900 was working in northern Alberta, west of the fifth meridian. He subdivided township 52, range 2, completed the subdivision of township 53, range 3, and subdivided part of township 53, range 1. He reports that he was greatly delayed during the latter part of the season by the wet weather. This season, Mr. Talbot has been sent to Lesser Slave lake

to make surveys which have been asked for by the settlers in that neighbourhood. He has been instructed to lay out the occupied land into lots of suitable size.

C. C. Fairchild, D.L.S., left early in May for Peace river, near Dunvegan, in the district of Athabasca. He was instructed to survey township outlines and subdivide the necessary townships in the settlement of 'La Société de Colonisation de la Rivière La Paix.' He is to run the twentieth and twenty-first base lines eastward from the sixth meridian, project the adjacent meridian outlines, and subdivide such of the lands as are required immediately by the colonisation company. Mr. Fairchild went by way of Athabasca Landing and Lesser Slave lake.

BRITISH COLUMBIA.

J. E. Ross, D.L.S., during the last half of the season of 1900 was engaged in making surveys in the Kamloops district of the railway belt in British Columbia. He surveyed various lots along Bonaparte river, and the Caribou road, and also subdivided portions of township 20, in ranges 23 and 24, west of the sixth meridian. From here he went to Spallumcheen river, along which he made a continuous section survey as far as the east side of Mabel lake. Before leaving the field, he located the northerly and easterly boundaries of timber berth No. 78. During the season's operations, he located and marked the boundary of the railway belt on the Lillooet road, Caribou road and Bonaparte river, also in several places on the south side of Spallumcheen river. This season, Mr. Ross is continuing his work in the railway belt. He has traversed the Columbia river near Revelstoke, and made the required surveys in connection with lots 513 and 499, Kamloops division of Yale district. He tried to locate lot 525, group 1, Kamloops, but did not succeed. Several small surveys around Revelstoke have been made, and Gold Hill station has been connected with the Dominion section lines. Portions of townships 18 and 19, range 14, and township 21, range 13, west of the sixth meridian, have been subdivided; some land west of Mara station has been surveyed, and the limit of the railway belt on Adams river and Adams lake has been located. Mr. Ross reports that several other surveys which he expected to make early this season have been delayed by the high water in the rivers.

W. J. Deans, D.L.S., was engaged during the season of 1900 in the railway belt, British Columbia, his surveys being largely to meet the requirements of settlers. He commenced work in township 3, range 30, west of the sixth meridian, moving from there to Vedder mountain, where he made the surveys required in townships 19 and 22, east of the coast meridian. In the Morris creek valley he surveyed parts of townships 4 and 5, in range 29, west of the sixth meridian, and along Chilliwack river and Slesse creek, parts of township 26, east of the coast meridian, and township 1, in ranges 28 and 29, west of the sixth meridian, were surveyed. While in this district, he endeavoured to locate some of the marks on the international boundary, but without success. This year, Mr. Deans is to continue the surveys in the western part of the railway belt. He has been instructed to renew the marks of the Canadian Pacific traverse along the railway from North Bend to Lytton, and also to subdivide some of the land near the international boundary on Slesse creek. He is also to make the necessary surveys in townships 11, 12, 13 and 14, in ranges 26 and 27, township 4, range 30, and township 15, range 25, all west of the sixth meridian.

A. O. Wheeler, D.T.S., was to commence work about July 1 in British Columbia, among the Selkirk mountains. It was thought advisable to prepare a map of the country in this neighbourhood; to Mr. Wheeler has been entrusted the field work in connection with its preparation. The work will be done by means of photography, and by using the Canadian Pacific railway as a temporary base; a secondary triangulation will be expanded for the purpose of fixing camera stations and approximately locating peaks.

BOUNDARY SURVEYS.

Geo. White-Fraser, D.T.S., was engaged during 1900 in a continuation of his previous season's work of establishing astronomical stations along the part of the sixtieth parallel of north latitude, which forms the boundary between British Columbia and the Yukon Territory. He went in by way of Skagway and Bennett to a station on the southern extremity of Little Windy Arm, which had been established the year before. Starting from this station, he worked westward establishing a monument on an expansion of West Arm river; a second on the east side of the valley of a river which crosses the boundary about seven miles east of Takhini river; and a third on the east bank of Takhini river. Then failing to find a pass across the watershed between the Takhini and Alsek rivers, he was forced to return to Skagway and to make his way up to the Alsek river by way of the Dalton trail. He established a fourth monument on the east bank of Alsek river, a short distance above 'Horse Canyon,' and a fifth on the west bank of a tributary of the Alsek, thus completing his work for the season.

A. Saint Cyr, D.L.S., was engaged during last season in a continuation of his previous season's work on the boundary between British Columbia and the Yukon Territory. Astronomical stations had been established along part of this boundary at points about twenty miles apart, and Mr. Saint Cyr was erecting intermediate stations placed about one mile apart. These intermediate stations are marked by a three-foot iron post driven flush with the ground, and alongside of this a wooden post at least four inches square, is placed, around which an earth or stone mound is built. Instructions were given him in April, 1900, to complete the posting and mounding of the line between Bennett and Atlin lakes, and to continue the survey as far as Teslin lake. During the season, he completed about one hundred miles of the boundary. The first part of the season, the weather was most favourable, but during the last two months he encountered several snow storms which delayed the work greatly. The line between Bennett and Atlin lakes, a distance of thirty-six miles, was marked with forty-two monuments. This part of the line was described in Mr. Saint Cyr's report of 1899. The portion between Windy arm and Taku arm, about sixteen miles, is the most mountainous part of the boundary, and in June, snow several feet deep still lay on the slopes. Between Taku arm and Atlin lake, a distance of fourteen miles, the country is covered with a dense forest of spruce and pine. The highest part of this stretch is near Taku arm where the line reaches an elevation of about seventeen hundred feet. Between Atlin and Teslin lakes, the country is broken only by low hills, which are mostly covered with a heavy growth of pine, fir, and spruce, which in most cases reaches to the hill tops. Between these two lakes, fifty-one monuments were erected. About one hundred and fifty photographs were taken during the season, which give a good idea of the country in which this boundary lies.

EXPLORATORY SURVEY FROM GREAT SLAVE LAKE TO CHESTERFIELD INLET.

J. W. Tyrrell, D.L.S., left Ontario the end of January of last year to explore the country between Great Slave lake and Chesterfield inlet on Hudson bay. He completed the survey and returned to Hamilton, Ont., on December 14 last, where he has since been engaged preparing plans and a report of the exploration.

YUKON TERRITORY.

The system of Dominion land surveys in townships and ranges has not been extended to the Yukon Territory. It was considered that the large expenditure necessary to subdivide the country into townships and sections was not commensurate with the small proportion of the land for which a demand might be expected to arise in the near future. Surveys are accordingly made under the provisions of section 19 of 60-61 Vict., Chapter 29, which authorizes the survey of lands in the Yukon district and in the remote parts of the unorganized portions of the North-west Territory in lots of such size and shape as may be found advisable. Under this section, every applicant

for a parcel of land has a survey of such parcel made by a duly qualified land surveyor, and the plan of such survey is submitted for approval to the Surveyor General. The arrangement is inexpensive and permits the disposing of land any where without the delays incurred in the extension of the township surveys, but it requires careful control and supervision to prevent encroachments of one lot upon another. Up to the beginning of 1900, very few lots had been surveyed in the territory, but as soon as lands commenced to be in demand, it became imperative to bring the surveys under proper supervision. With that object in view, detailed instructions were prepared for the survey of lots, town sites, mining claims, mill sites, roadways, and generally all surveys intended as a basis for the issue of patents, it being understood that surveys for bases, such as placer claims, hydraulic concessions, &c., would remain, as heretofore, under the direction of the Commissioner of the Territory. It was also arranged to send to the territory an experienced officer to organize the surveys ; he was to remain one year in the country so as to become conversant with the requirements of the service, after which he was to return to Ottawa. With the assistance of his experience, final measures were then to be devised for dealing with the Yukon surveys. Mr. C. C. Chataway was appointed to the position as examiner of surveys, and started for Dawson at the end of April, 1900. He was authorized to issue to Dominion land surveyors the general instructions printed for their use, to sign them for the Surveyor General, and to issue supplementary instructions for such contingencies as might arise. The returns of the surveys were to be handed over to him, and if found satisfactory, were to be forwarded to the department for confirmation. If not satisfactory, they were to be returned, with his remarks, to the surveyor. He was to organize a system of record of the surveyed lots such that any lot might be properly located and easily referred to, every surveyed parcel of land being given a lot number in a group. The group was to be about 50 miles square, but this dimension could be departed from if any reason existed for so doing.

A survey party in charge of Mr. C. W. MacPherson, D.L.S., was placed under his direction and subject to his orders for the purpose of rectifying or completing imperfect surveys, and collecting such additional data as were necessary for the control of the surveys. It was suggested to establish a number of reference marks accurately located, at least over the Klondike district. On this subject, as well as upon other matters of importance, he was to consult the Commissioner of the Territory.

In November, 1900, Mr. Chataway, at the request of the Commissioner, submitted a scheme for a permanent survey office at Dawson. The plan proposed was to continue the arrangement adopted as a temporary expedient for one year when Mr. Chataway was sent to the Yukon Territory. The officer in charge was to be called 'Director of Surveys,' and his surveyor was to be 'Inspector of Surveys.' The Commissioner having recommended the adoption of the scheme with some slight modifications, his recommendation was approved, and Mr. Chataway was appointed as Director of Surveys. The Surveys Office at Dawson now consists of Mr. Chataway, Director of Surveys; Messrs. P. F. X. Genest and E. B. Bolger, draughtsmen, and Mr. H. B. M. Brown, typewriter. A chief draughtsman has still to be appointed. The Dominion land surveyors on the local staff are Messrs. Jas. Gibbon, P. T. C. Dumais, C. W. MacPherson and A. J. McPherson.

Under the present arrangement, all surveys to be used as a basis for the issue of patents are dealt with by Mr. Chataway in the same manner as before. Hydraulic and placer claims and other surveys are subject to such instructions as he may receive from the Commissioner, under his control, and the returns of such surveys are examined and approved by him before being placed on record in any office in the territory, or before being forwarded to the department. He keeps for record duplicates of all plans passing through his hands, and files them under consecutive numbers. He makes all compilations of plans that are necessary for the use of the various officials at Dawson.

The public are allowed to examine the plans filed, the charge for searching a plan being ten cents in all cases, without exception. Copies of plans or compilations are also furnished at a charge based upon the size of the plan and the amount of work. His office is used as an agency for the sale of maps published by the department.

After the season's operations are well begun, the Director of Surveys is expected to visit the various parts of the territory in connection with his duties, to examine the surveys made, as well as the general condition of the country, and to ascertain what is, or is not, advisable in connection with the expenditure on surveys. During his absence, or illness, one of the surveyors of the staff takes his place.

The duties of the chief draughtsman are to check survey returns, to plot main compilations, and such other duties as may be assigned to him by the Director of Surveys.

The typewriter, besides performing his ordinary duties, receives and accounts for all fees for searches, copies of records, sales of maps, &c. He keeps a record of all filings and returns, and looks up records for the public when required.

178 lots in the territory have been surveyed and confirmed since the inception of the surveys. A list of the lots, with particulars, is appended.

OFFICE WORK.

A considerable increase in the office work is apparent in consequence of the greater extent of the surveys made during the year.

The correspondence consisted of :—

Letters received	3,560
Letters sent	3,854
Number of accounts	439
Amount	$254,007 37
Cheques forwarded	1,222 00

The following is a synopsis of the work of the draughting office :—

Plans and field notes of subdivision surveys examined	141
Plans and field notes of mineral claims examined	14
Plans and field notes of correction and other miscellaneous surveys examined	62
Township plans completed for printing	207
Proofs of plans examined	218
Declarations of settlers received	164
Miscellaneous plans, tracings, &c., made	1,364
Progress sketches received	209

The Eldon and Baker creek sheets of the photo-topographical survey of the Rocky mountains were completed and printed.

A considerable amount of work was done in connection with the nomenclature of peaks and other features of the Selkirk range and Rocky mountains, in which confusion had crept in, different travellers using different names for the same features. Lists of the names were compiled, and also maps of about 100 square miles round Glacier station in the Selkirks, and about 275 square miles round Field station in the Rockies.

The maps of groups of lots in the Yukon Territory commenced last year for office purposes have been extended, and the surveyed lots in each group added to the maps as the surveys were approved.

The 'sectional maps,' on a scale of two miles to an inch, have been kept up to date as new surveys were completed, the following additional sheets being compiled, viz : Waterhen, Mossy Portage, Armit river and Pasquia.

The map of Mr. T. Turnbull's exploration between Lakes Winnipeg and Winnipegosis was reduced to six miles to an inch, and prepared for photolithography.

Another map, showing the 60th parallel of latitude from Teslin lake to Alsek river and adjacent country, was also compiled on a scale of six miles to an inch to illustrate the reports of Messrs. White-Fraser and Saint Cyr on the survey of the boundary line between British Columbia and the Yukon Territory.

About 600 files of papers were received and dealt with, referring to a great variety of subjects, areas and descriptions of parcels of land, applications for new surveys and for re-marking of old surveys, questions as to the marking of corners, &c., &c.

BOARD OF EXAMINERS FOR DOMINION LAND SURVEYORS.

The regular meeting of the Board of Examiners was held, commencing on Monday, February 11, 1901. The following candidates passed examinations before the board :—

Preliminary Examination.

J. M. Bates, Ottawa, Ont.
J. E. Beatty, Sarnia, Ont.
E. H. Phillips, Calgary, Ont.
P. W. Currie, Ottawa, Ont.
J. D. Craig, Ottawa, Ont.

Final Examination for D.L.S.

G. J. Lonergan, P.L.S., Buckingham, Que.
M. W. Hopkins, O.L.S., Hamilton, Ont.
A. J. McPherson, O.L.S., Brockville, Ont.
C. C. Fairchild, O.L.S., Simcoe, Ont.
H. S. Carpenter, O.L.S., Ottawa, Ont.

The increasing number of candidates for preliminary examination indicates that the profession of Dominion land surveyor is looked on as offering better prospects than has been the case of late years. For some years past very few have thought it worth while to enter on an apprenticeship as pupil to a Dominion land surveyor, but the greater amount of surveying now being done in Manitoba and the North-west Territories, and still more the opening up of mining regions in British Columbia and the Yukon Territory, have caused a much greater demand for the services of surveyors.

The candidates for final examination are chiefly those who have already obtained commissions as surveyors of one or other of the provinces ; this is due to the same cause, the lack of good prospects of employment for some time previous to the last two years having deterred young men from entering the profession to become articled to Dominion land surveyors.

The correspondence of the board amounted to :—

Letters received	356
Letters sent	498

APPENDICES.

The following documents are appended :—

Schedule of Dominion land surveyors employed,
List of lots in the Yukon Territory, &c.,
Statement of work performed in the survey records office,
Schedule of work executed in the photographic office,
Schedule of work executed in the lithographic office.
List of Dominion land surveyors who have been supplied with standard measures,
Reports of Messrs. Cyrus Carroll, Thos. Turnbull, Jas. Dickson, J. C. Desmeules, P. R. A. Belanger, A. J. Brabazon, J. A. Belleau, L. E. Fontaine, W. F. O'Hara, J. E. Woods, A. C. Talbot, J. K. McLean, C. C. DuBerger, J. E. Ross, W. J. Deans, Geo. White-Fraser, Arthur Saint Cyr and J. W. Tyrrell, Dominion land surveyors, on surveys made in 1900.
Examination papers of the Board of Examiners for Dominion land surveyors.

I have the honour to be, sir,

Your obedient servant,

E. DEVILLE,
Surveyor General.

APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE of Dominion Land Surveyors employed, and work done by them from the date of the last annual report to June 30, 1901.

Surveyor.	Address.	Description of Work.
Aylsworth, C. F....	Madoc, Ont..... ...	Subdivision of parts of townships 33, 35 and 36, range 30, also of townships 34, 35 and 36, range 31, all west of the principal meridian. Survey of the north boundaries of township 35, range 30, of townships 34 and 35, range 31, the south boundary of townships 35 and 36, ranges 30 and 31. Resurvey of the north, south, east, west and part subdivision of township 12, range 8, east of the principal meridian
Belanger, P. R. A...	Ottawa, Ont..... ...	Survey of the north boundaries of township 40, ranges 9, 10, 11, 12, 13, 14 and 15, and of township 44, ranges 2, 3, 4, 5, 6, 7 and 8, the east boundary of townships 40, 41, 42, 43 and 44, range 9, of township 41, range 10, also of townships 41 and 42, range 13, all west of the 2nd meridian.
Belleau, J. A. ...	Ottawa, Ont...	Survey of the north boundaries of townships 46 and 48, range 7, also of township 48, range 9, the east boundary of townships 47 and 48, range 7, of townships 47 and 48, ranges 8, 9, 10 and 11, all west of the 3rd meridian, also the north boundary of township 44, range 11, west of the 2nd meridian.
Bourgeault, A. . .	St. Jean, Port Joli, Que	Contract No. 7, survey of the north and south boundaries and subdivision of townships 46 and 47, range 8, part of west, north and east boundaries and subdivision of township 46, range 9, the north, south and subdivision of township 47, range 9, part subdivision of township 46, range 10, resurvey of the north boundary of township 45, range 8, also of the east and south boundaries of township 46, range 9, of the east and west boundaries of township 46, range 10, all west of the 3rd meridian.
Bourget, C. A . . .	St. Adelaide de Pabos, Q	Survey of the east boundary of township 34, range 21, the north, south and subdivision of township 34, range 20, the west boundary and part subdivision of township 34, range 19, all west of principal meridian.
Bourne, R . . .	Winnipeg, Man..	Survey of lot 82, in the parish of St. Boniface, resurvey of the south, north and west boundaries and resurvey of township 17, range 1, the north boundary of township 18, ranges 1 and 2, all east of the principal meridian, the east boundary of township 18, range 1, west of the principal meridian, also part of east boundary of township 19, range 1, west of the principal meridian.
Brabazon, A. J. ..	Portage du Fort, Que..	Resurvey of township 23, ranges 5, 6 and 7, and township 24, ranges 6 and 7, all west of the 2nd meridian.
Carroll, C	Prince Albert, Sask	Survey of the east and north boundaries of township 2, range 13, of the east boundary of townships 1 and 2, range 12, the east and south boundaries of township 1, range 13, subdivision of part of township 1, range 12, also part of township 2, range 11, east of principal meridian, resurvey of the east boundaries of township 1, range 10, and of township 2, range 10, east of the principal meridian.
Coté, J. A..	Quebec, Que....	Part subdivision of township 5, range 9, east of the principal meridian.
Deans, W. J..	Brandon, Man.....	Part subdivision of township 1, range 29, west of the 6th meridian, part of east outline of township 25, east of coast meridian, also part subdivision of township 12, range 8, west of the 6th meridian, resurvey of part of section 13, township 19, east of coast meridian, of sections 29, 33 and 34, township 22, east of coast meridian, east boundary of section 25, township 26, east of coast meridian, the boundary of section 21 in township 2, range 29, west of the 6th meridian, also north boundaries of sections 18 and 20, in township 4, range 29, west of the 6th meridian, and boundary of section 22, township 3, range 30, west of the 6th meridian.
Desruisles, J. C .	Murray Bay, Que	Part subdivision of townships 27 and 28, range 23, west of the principal meridian.

SESSIONAL PAPER No. 25

APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE of Dominion Land Surveyors employed, and work done by them from the date of the last annual report to June 30, 1901.—*Continued.*

Surveyor.	Address.	Description of Work.
Dickson, James	Fenelon Falls, Ont	Subdivision of township 17, range 18, and township 23, range 29, part subdivision of township 33, range 28, and township 32, range 29, 03 west of principal meridian, the east boundaries of townships 15 and 16, ranges 6 and 7, all west of the 2nd meridian.
Dumais, P. T. C....	Dawson, Y. T.	Survey of part of R. C. Mission property and part of lots Nos. 3, 4, 5 and 6, block D, Smith's extension, in 2nd avenue extension, survey of lots 27, 28, 29, 30, 31, 35 and 45, group 2, and 1 and 2, group 7, lot 6, group 4, subdivision of part of lot 1, group 2, survey of lots 18, 19, 30, 32 and 53, group 2, 7 and 8, group 3, and 1, group 7, survey of Trunk road to Stewart river.
Dubuerger, C. C	Waterloo, Que	Survey of part subdivision of township 52, range 21, the north outline of same, part subdivision of townships 53 and 54, ranges 19 and 20, the south outline of township 53, range 21, also part subdivision of same, all west of the 4th meridian.
Dalton, J. J.....	Milton, W., Ont	No survey completed.
Fitzgerald, J. W.	Peterboro, Ont.	No survey completed.
Fontaine, L. E	Levis, Que.	Survey of the east boundary of townships 58, 59, 60, 61, 62 and 63, range 1, the north boundary of township 62, range 1, the north and east boundaries of township 63 range 2, the north boundary of townships 62 and 64, range 2, the east boundary of townships 62 and 64, range 3, the north boundary of township 64, ranges 3 and 4, the east boundary of townships 63 and 64, range 4 all west of the 4th meridian.
Gosselin, L.	Quebec, Que.	Contract No. 6, no survey completed.
Gauvreau, L. P	Quebec, Que.	No survey completed.
Gibbsy, J	Dawson, Y. T.	No survey completed.
Lendrum, R. W	Strathcona, Alta	Contract No. 2, subdivision of townships 42, 43 and 44, range 1, north and south outlines of 43 and 44, range 1, all west of 5th meridian, the south outline of township 51, range 21, west of 4th meridian.
Lawe, Henry	Winnipeg, Man	Survey of trail extending from north boundary of the Westbourne settlement to its intersection with the Shoal Bay trail, through sections 1, 12, 13, 14 and 25, township 14, range 9, west of principal meridian, Province of Manitoba, survey of trails through Westbourne settlement on the north and south sides of the Whitemud River and the extension easterly of trail on the south side through sections 25 and 36, township 13, range 9, west, and through section 31, township 13, range 8, west of the principal meridian, Province of Manitoba.
Lonergan, G. J....	Buckingham, Que	Survey of division of township 7, range 26, west of the 4th meridian.
Mellon, J.	Rossin, Man	Contract No. 9, no survey completed.
Martin, A. F.	Winnipeg, Man	Subdivision of townships 33 and 34, ranges 10 and 11, of townships 32 and 33, range 9, of townships 33, 34 and 35, range 5, of townships 27 and 28, range 10, survey of the east boundary of township 36, range 6, the 4th, south boundary of township 35, range 4, the north and south boundary of township 32, range 2, all west of the 2nd meridian.
McLean, J. K	Elora, Ont.	Subdivision of township 58, range 18, of township 56, ranges 22 and 23, resurvey of township 57, ranges 22, 23 and 24, north boundary of township 57, ranges 22 and 23, [illegible]
McPhee, A.....	Innisfail, Alta..	Subdivision of townships 40, 41 and 42, range 2, [illegible] of the north and east boundaries of township 40 range 2 [illegible]
MacPherson, C. W..	Dawson, Y.T..	Survey of lots 1, 2, 3, 4 and 5, group 6, 3, 4, 5, 6, 7, 8, 10 and 11, group 8, 3 and 4, group 9, 2 and 3, group 10, 1, 2, 3 and 4, group 10, lots 1 and 2, group 11, lots 28 and 29, group 5, also subdivision of blocks A, B, H, I, O, P, V, W, being a part of lot 2 in group 4, all in the Yukon Territory.

APPENDIX No. 1 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE of Dominion Land Surveyors employed, and work done by them from the date of the last annual report to June 30, 1901—*Concluded.*

Surveyor.	Address.	Description of Work.
McPherson, A. J	Dawson, Y.T.	No survey completed.
McKenna, J. J	Dublin, Ont	Subdivision of townships 5 and 6, ranges 24, 27, 28 and 29, township 5, range 30, all west of the 3rd meridian.
McGrandle, H	Huntsville, Ont.	Contract No. 8, no survey completed.
O'Hara, W. F	Chatham, Ont	Survey of the east boundary of townships 42, 43 and 44, range 2, of townships 41, 42, 43 and 44, range 3, of townships 39, 40, 41, 42, 43 and 44, range 4, of townships 39, 40, 43 and 44, range 5, the north boundary of township 44, range 2, all west of the 5th meridian; subdivision of townships 31 and 32, range 10, west of the principal meridian.
Proudfoot, H. B	Toronto, Ont	Contract No. 1, no survey completed.
Ross, J. E	New Westminster, B.C.	Subdivision of townships 19, 20 and 21, ranges 26 and 27, of townships 22 and 23, range 25, of township 23, range 26, of township 20, ranges 23 and 24, of township 18, ranges 6 and 7, of township 19, ranges 5 and 6, of township 19, range 7, of townships 22, 23 and 25, range 12, of townships 20, 21, 23, 24 and 25, range 13, of townships 18, 19, 24 and 25, range 14, of township 20, ranges 8 and 9, all west of the 6th meridian; resurvey of part of lots 92, 93, 95 and 643, part of lots 42 and 646, and part of lots 468 and 644, also the south boundary of Neskainlith Indian reserve; part subdivision of townships 23 and 24, range 2, all west of the 6th meridian.
Roy, Geo. P	Quebec, Que.	Contract No. 12, no surveys completed.
Rainboth, E. J	Aylmer, Que	Subdivision of townships 5 and 6, ranges 17 and 18, townships 2 and 3, range 16, township 4, ranges 16, 17, 18 and 19, townships 1 and 2, range 15, townships 2 and 3, range 17, townships 2 and 3, ranges 18 and 19, township 2, range 20, townships 3 and 5, range 21, township 5, range 23, all west of the 4th meridian.
Rinfret, R	Dawson, Y.T.	Survey of lot 7, group 1, of lots 61, 77, 78, 66, 67, 87, 68, 82, 88, 89, 92, 93, 94, all in group 2 in the Yukon Territory.
Saint Cyr, A	Ottawa, Ont.	No survey completed.
Sirois, E		Assistant to J. C. Desmeules.
Saint Cyr, J. B	St. Anne de la Perade, Que.	Contract No. 4, no survey completed.
Saunders, B. J	Banff	Re-survey of part of east boundary of townships 45 and 46, ranges 26 and 27, west of the 4th meridian.
Talbot, A. C	Ottawa, Ont.	Subdivision of townships 52 and 53, ranges 2 and 3, re-survey of east and south boundaries of township 52, range 2, the east and west of township 52, range 3, the north boundary of 52, range 1, the north boundary of township 51, range 3, all west of the 5th meridian; survey of the N.W.M.P. reserve at Fort Saskatchewan in township 54, range 22, west of the 4th meridian.
Towle, C. E	Waterloo, Que.	Contract No. 13, no survey completed.
Turnbull, Thos	Winnipeg, Man	Survey between Lakes Winnipeg, Manitoba and Winnipegosis.
Vincent, F., D.L.S.		Assistant to J. K. McLean.
Woods, J. E	Aylmer, Que.	Subdivision of township 1, ranges 22, 23 and 28, of township 3, range 29, west of 4th meridian, of township 6, range 2, of township 7, ranges 3 and 4, of township 8, ranges 4, 5 and 6, all west of the 3rd meridian; re-survey of section 30, in township 27, range 20, west of the 4th meridian; also renewal of corners of sections 27 and 34, township 1, range 23, west of the 4th meridian, survey of east outline of townships 3 and 4, ranges 16, 17, 18 and 19, all west of the 4th meridian.
White-Fraser, Geo	Toronto, Ont	Survey of a portion of the province of British Columbia and the Yukon Territory, being adjacent to the 60th parallel of north latitude between Little Windy Arm and Alsek river.
Wallace, J. N	Calgary, Alta.	Survey of the east boundaries of townships 45, 46, 47 and 48, range 2, west of the 5th meridian.
Wheeler, A. O	Calgary, Alta.	No survey completed.

SESSIONAL PAPER No. 25

APPENDIX No. 2 TO THE REPORT OF THE SURVEYOR GENERAL.

List of lots in the Yukon Territory of which the surveys have been made and confirmed.

Group No. 1, Yukon Territory.

Lot No.	Area in Acres	Surveyor.	Year of Survey	Date of Approval	Claimant	Remarks.
2	10 00	Wm. Ogilvie	1896	May 20, '99	H. A. Constantine	
4	80 00	Wm. Ogilvie	1896	May 20, '99	E. J. Ward	
7	1 45	R. Rinfret	1900	Sept. 7, '00..	Rt. Rev. W. C. Bompas, Bishop of Selkirk.	
12	20 66	Wm. Ogilvie	1896	May 20, '99	Isabella M. Healy	Caro Hill Quartz Claim.
13	320 00	Wm. Ogilvie	1896	" 20, '99	W. F. Corne E.	Coal Mining Location.
14	1 20	Wm. Ogilvie	1896	" 20, '99	Isabella M. Healy.	
15	160 00	Wm. Ogilvie	1896	" 20, '99	Hamilton, Constantine & Ogilvie	
16	320 00	R. J. Jephson	1899	July 16, '00	S. H. Stewart.	
17	320 00	R. J. Jephson	1899	" 16, '00	Jas. Hall Watson	
18	80 00	R. J. Jephson	1899	" 16, '00	Jas. Watson	
19		R. J. Jephson	1899	Sept. 21, '00	L. J. Healy	
20		R. J. Jephson.	1899	" 21, '00	J. H. Watson & L. J. Healy	
21	160 00	A. Fawcett	1899	Jan. 17, '00	E. O'Brien	
22	320 00	R. J. Jephson.	1899	July 16, '00	T. C. Healy	
23	8 48	R. J. Jephson.	1899	Sept. 18, '00.	T. C. Healy	
25	160 00	Adam Fawcett.	1900	Aug. 17, '00....	H. Siemer	
26	80 00	Adam Fawcett.	1900	" 17, '00	E. B. Condon.	
27	160 00	Adam Fawcett.	1900	" 17, '00	E. J. Condon	

Group No. 2, Yukon Territory.

1		P. T. C. Dumais.	1900	Aug. 20, '00		Subdivision of part of lot.
		Jas. Gibbon	1899	Jan. 17, '00	Dominion Government	Government reserve addition.
2	18 00	Wm. Ogilvie	1897	May 20, '99	Arthur Harper	
3		C. S. W. Barwell	1898	Jan. 22, '00	Joseph Lachie	Addition.
4	14 30	Wm. Ogilvie..	1897	May 20, '99	F. Aitkins or Smith	
6	41 87	J. Gibbon	1897	Sept. 22, '99	A. H. Day	
6	42 00	"	1897	July 22, '99	Stewart Menzies	
8	32 00	"	1897	Jan. 24, '01	H. C. Gregg	
9	159 60	"	1898	Sept. 8, '00	Johnson Porter Morgan	
		C. S. W. Barwell.	1899	July 20, '00		Subdivision of lot.
10	79 50	Jas. Gibbon	1898	Sept. 8, '00	E. C. Sprague	Subject to rights of
11	10 35	C. S. Barwell. . .	1899	Jan. 18, '00	Canadian Development Co.	Leased to date
12	10 35	Jas. Gibbon	1897	S. Jan. 22, '00	Government of Canada	
13		"	1898	Sept. 22, '00	Dumais & Commissioner	
14	16 36	C. S. W. Barwell	1898	Jan. 17, '00	N. A. L. & T. Co. per J. Healy	
15	2 00	Lewis Bolton	1899	" 17, '00	R. Rinfret	
		P. T. C. Dumais	1900	Aug. 3, '00		Subdivision of lot.
17	160 00	Lewis E. Stewart	1899	Jan. 18, '00	C. Macdonald and M. J. Cahill	
18	160 00		1899	" 18, '00	C. Macdonald	
19	160 00		1899	" 18, '00	M. Mahon	
20	160 00		1899	" 18, '00	A. Gillespie	
21	127 70	Lewis E. Stewart.	1899	" 18, '00	Sam. Wilson et al.	
22	36 04		1899	" 17, '00	J. A. Mahon	
23	39 50		1899	" 17, '00	J. A. Mahon	
24	14 44	Jas. Gibbon	1899	" 17, '00	Dominion Government	
25		R. J. Jephson	1900	Sept. 18, '00	Government Reserve addition	
26	160 00	C. S. W. Barwell	1900	" 20, '00.	J. E. Healy	

APPENDIX No. 2 TO THE REPORT OF THE SURVEYOR GENERAL—*Con.*

LIST of lots in the Yukon Territory, &c.—*Con.*

Group No. 2, Yukon Territory—Con.

Lot No.	Area in Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.	Remarks.
27	10 00	Paul T. C. Dumais	1900	July 27, '00	Capt. J. D. Murray	
28	10 00	"	1900	Aug. 11, '00	J. A. Cleveland	
29	10 00	"	1900	July 27, '00	Emile Mahr	
30	20 00	"	1900	Aug. 8, '00	G. W. Linfield & R. Perry	
31	10 00	"	1900	" 8, '00	Albert Pixley	
33	260 00	R. J. Jephson	1900	" 10, '00	Jno. Simpson	
34	165 25	P. T. C. Dumais	1900	" 3, '00	Moosehill Indian Reserve	
36	51 65	T. D. Green	1899	May 22, '00	"	
37	48 97	"	1899	" 22, '00	"	
38	47 12	"	1899	" 22, '00	"	
39	51 65	"	1899	" 22, '00	"	
40	22 00	R. W. Cautley	1900	July 24, '00	M. E. Mosher	
41	51 65	T. D. Green	1900	Aug. 14, '00	"	
42	43 97	"	1900	" 14, '00	"	
43	41 40	"	1900	" 14, '00	"	
44	34 15	"	1900	" 14, '00	"	
45	5 00	J. L. Cote	1900	Sept. 5, '00	F. A. Cleveland	
46	10 00	"	1900	" 5, '00	"	
47	10 00	"	1900	July 27, '00	W. A. & P. J. Jewell	
48	10 00	P. T. C. Dumais	1900	Dec. 27, '00	Wm. Gorbraight	
49	10 00	"	1900	" 27, '00	L. J. McCarty	
50	10 00	"	1900	" 27, '00	C. Tangen	
52	5 00	"	1900	" 27, '00	H. E. Kolloen	
53	10 00	"	1900	" 27, '00	"	
54	"	J. L. Cote	1900	Sept. 9, '00	"	
59	37 40	R. J. Jephson	1900	Feb. 12, '01	Hermenegilde Lacombe	
60	63 24	"	1900	Oct. 23, '00	"	
61	80 00	R. Rinfret	1900	" 23, '00	J. A. Morgan	
62	37 10	T. D. Green	1900	Nov. 9, '00	"	
63	31 60	"	1900	" 9, '00	"	
64	51 65	Geo. Edwards	1900	Oct 23, '00	"	
65	51 65	"	1900	" 23, '00	"	
66	160 00	Raoul Rinfret	1901	May 7, '01	Daniel H. McDermid	
67	159 70	"	1901	April 4, '01	Daniel H. Sinclair	
68	18 50	"	1901	" 9, '01	"	
77	80 00	"	1900	Dec. 27, '00	Wm. B. Morgan	
78	20 80	"	1900	Feb. 25, '01	Alaska Commercial Co.	
81	36 77	A. Fawcett	1900	July 2, '01	W. J. Nolan	
82	10	Raoul Rinfret	1901	April 9, '01	McDonald	
83	47 64	C. S. W. Barwell	1900	" 4, '01	Polegate Mineral Claim	
84	25 25	"	1900	" 4, '01	Yukon Mineral Claim	
85	51 65	"	1900	" 4, '01	Pyke Jack Mineral Claim	
86	50 00	"	1900	" 4, '01	Victoria Mineral Claim	
87	932 90	R. Rinfret	1900	" 4, '01	Paul Forest & Courtesy Settlement.	
88	11 94	"	1900	" 15, '01	N. Nelson	
89	7 34	"	1900	" 15, '01	"	
90	37 97	C. S. W. Barwell	1900	June 19, '01	A. E. Cameron	
91	40 00	T. D. Green	1900	May 15, '01	"	
92	20 00	Raoul Rinfret	1900	July 30, '01	Jno. A. Morgan	
93	10 00	"	1900	" 30, '01	"	
94	80 00	"	1901	" 30, '01	Messrs. Potts & Woodall	
95	51	Victor Fawcett	1901	" 24, '01	Wm. H. Daly	

SESSIONAL PAPER No. 25

APPENDIX No. 2 TO THE REPORT OF THE SURVEYOR GENERAL—*Con.*

List of lots in the Yukon Territory, &c.—*Con.*

Group No. 3, Yukon Territory.

Lot No.	Area in Acres	Surveyor.	Year of Survey	Date of Approval.	Claimant	Remarks.
1	160 00	Jas. Gibbon	1897	Jan. 23, '01	Jas. M. Wilson	
2	40 00	"	1897	" 23, '01	Govt. Reserve	
3	159 22		1897	" 23, '01	Stewart Menzies	
4	165 00		1897	" 23, '01	James M. Wilson	
5	17 73		1899	" 23, '01	Govt. property	
6	48 35	P.T.C. Dumais	1900	Aug. 14, '00	W. E. Jacobs	
7	160 00		1900	Jan. 9, '01	Christian Samuelsson	
8	160 00		1900	" 9, '01	Sam Henry	
10	80 00	Geo. Edwards	1901	July 20, '01	Jas. Hagen	
11	80 00		1901	" 30, '01		
12	80 00		1901	" 30, '01		
13	77 82		1901	" 30, '01		
22	21 21	R. W. Cautley	1901	" 24, '01	Messrs. Begg & Edwards	Rights transferred to W. R. Hall
23	18 20	Alan Fawcett	1901	" 24, '01	F. Cooke	

Group No. 4, Yukon Territory.

1	40 00	Jas. Gibbon	1897	Jan. 23, '01		Govt. Reserve
2	640 00	"	1897	" 23, '01	Arthur Harper	
		R. W. Cautley	1898	" 22, '00		Transferred to Social
		C. W. MacPherson	1900	July 2, '01		Superintendent Order of E. H. L. O. L. A., W.
3	180 00	Jas. Gibbon	1897	Jan. 23, '01	Joseph Ladue	
4	640 00	"	1897	" 23, '01	Donald McDonald	
5	40 00	C. W. MacPherson	1900	July 2, '01	C. D. Co.	
6	159 98		1900	" 2, '01		Govt. Reserve

Group No. 5, Yukon Territory.

1	40 00	H. G. Dodds	1899	Feb. 8, '00	Wm. W. E. McLean	
2	40 00	"	1899	" 8, '00	C. W. Macpherson	
3	40 00		1899	" 8, '00	C. W. & E. McLean	
4	40 00		1899	" 8, '00	Dominion Creek Fraser	
5	40 00		1899	" 8, '00	Harry Cowan	
6	40 00		1899	" 8, '00	Wm. W. E. McLean	
7	40 00		1899	" 8, '00	Harry Jos. Lang	
8	39 91		1899	" 8, '00	Jas. Hall	
9	40 00		1899	" 8, '00	Jos. R. Macdonald Est.	
10	40 00		1899	" 8, '00	Jas. Hall	
11	40 00		1899	" 8, '00	Jos. R. Macdonald Est.	
12	40 00	"	1899	" 8, '00	N. W. M. P.	
13	40 00		1899	" 8, '00		
14	40 00		1899	" 8, '00	Harry Jos. Langwell	
15	39 30		1899	" 8, '00	Jas. Hannigan Adams	
16	40 00		1899	" 8, '00	Harry Jos. Lang	
17	40 00		1899	" 8, '00	Jas. Wilson	
18	40 00		1899	" 8, '00	Chas. Dana Fraser	
19	47 00		1899	" 8, '00	C. W. M. & E. C.	
20	40 00		1899	" 8, '00	Victoria Gold Mining	
21	22 38		1899	" 8, '00	Harry Jos. Lang	
24	78 00		1900	May 15, '01	Commissioner of Mines	
24	40 00		1900	June 10, '01	Wm. W. E. McLean	
25	8 [illegible]		[illegible]	" 15, '01		

APPENDIX No. 2 TO THE REPORT OF THE SURVEYOR GENERAL—*Con.*

LIST of lots in the Yukon Territory, &c.—*Con.*

Group No. 5, Yukon Territory—Con.

Lot No.	Area of Acres.	Surveyor.	Year of Survey.	Date of Approval.	Claimant.	Remarks.
26		P. T. C. Dumais	1899	Oct. 11, '00	Dominion Gov't	Subdivision of lot.
27		"	1899	" 11, '00	"	Subdivision of lot.
28	159 98	C. W. MacPherson	1900	July 24, '01	"	
29	40 00	"	1900	" 24, '01	N.W.M.P..	
30	160 00	H. G. Dickson	1901	" 24, '01	Jas. E. Beatty..	
31	160 00	"	1901	" 24, '01	"	
32	160 00	"	1901	" 24, '01	E. Johnston .	
33	160 00	"	1901	" 24, '01	Robt. Lowe	
34	160 00	"	1901	" 24, '01	Geo. Armstrong	
35	160 00	"	1901	" 24, '01	W. Armstrong	
36	160 00	"	1901	" 24, '01	"	
37	160 00	"	1901	" 24, '01	T. C. Norris..	
38	160 00	"	1901	" 24, '01	"	

Group No. 6, Yukon Territory.

1	160 00	C. W. MacPherson	1900	Sept. 21, '00	B.Y.M.T. & T. Co	
2	160 00	"	1900	" 21, '00	"	
3	110 23	"	1900	" 21, '00	"	
4	160 00	"	1900	" 21, '00	"	
5	40 00	"	1900	" 21, '00	N.W.M.P.	
6	120 00	Hugh Burnet	1899	May 15, '01	H. M. Woodbridge	
7	160 00	"	1899	" 15, '01	"	
8	90 00	"	1899	" 15, '01	"	

Group No. 7, Yukon Territory.

1	40·00	P. T. C. Dumais.	1900	Jan. 9, 01	N.W.M.P.	
2	40 00	"	1900	Aug. 8, '00	The Trading & Exploring Co. Limited.	

Group No. 8, Yukon Territory.

3	40 00	C. W. MacPherson	1900	Apr. 30, '01	..	Police Reserve.
4	40 00	"	1900	" 30, '01	.. ..	" "
7	2 00	"	1900	" 30, '01.	Dominion Government	

Group No. 9, Yukon Territory.

1	40·00	C. W. MacPherson	1900	Apr. 30, '01	N.W.M.P.	
2	40 00	"	1900	" 30, '01	"	

Group No. 10, Yukon Territory.

1	40 00	C. W. MacPherson	1900	July 2, 01	..	Police Reserve.
2	40 05	"	1900	" 2, 01	..	" "
3	40 00	"	1900	" 2, 01	.. ..	" "
4	159 76	"	1900	" 2, '01	Miller....	

Group No. 11, Yukon Territory.

1	40 017	C. W. MacPherson	1900	July 2, 01	N.W.M.P..	
2	25 50	"	1900	" 2, 01		

APPENDIX No. 3 TO THE REPORT OF THE SURVEYOR GENERAL.

STATEMENT of work performed for the twelve months ending June 30, 1901.

Files received and dealt with	1,180
Letters drafted	3,380
Memorandums, reports, draft memorandums to council, &c.	291
Plans, tracings, &c., copied or compiled	369
Statutory declarations copied and mailed	136
Plans sent to agents, registrars, &c.	3,011
Pages of field notes copied	138
Prints of plans received and stored	11,464
Original plans recorded	495
Original field books recorded	346
Letters written to agents, registrars, &c.	576
Registered parcels sent out	701

F. CLAYTON,
Surveyor and Draughtsman in charge of Branch.

DEPARTMENT OF THE INTERIOR,
SURVEY RECORDS BRANCH,
OTTAWA, August 19, 1901.

APPENDIX No. 4 TO THE REPORT OF THE SURVEYOR GENERAL.

Work done in the Photographic Office, Department of the Interior.

Aristo prints	1,305
Bromides	669
Black and white prints	270
Wet plates	84
Dry plates	608
Transparencies	36
Crayon pictures	2

GEOLOGICAL.

Aristo prints	507
Bromides	28
Wet plates	52
Transparencies	2
Dry plates	12

APPENDIX No. 5 TO THE REPORT OF THE SURVEYOR GENERAL.

SCHEDULE of Work done in Lithographic Office from July 1, 1900, to June 30, 1901.

Month.	Maps.		Townships.		Forms, &c.	
	Number.	Copies.	Number.	Copies.	Number.	Copies.
1900.						
July	2	300	4	212	3	940
August			26	1,381	2	1,050
September	2	30	10	530		
October			19	1,011		
November	2	150	14	744	5	800
December			17	905	3	625
1901.						
January	5	90	15	799	3	300
February	1	150	21	1,115	3	540
March			38	2,021		
April	2	155	13	693	1	15
May	2	150	12	639	1	500
June			18	957	2	570
Total	16	1,025	207	11,007	23	5,340

RECAPITULATION.

Number of maps	16	Number of copies	1,025
" townships	207	" "	11,007
" forms, &c	23	" "	5,340
Grand total	246	Grand total	17,372

SESSIONAL PAPER No. 25

APPENDIX No. 6 TO THE REPORT OF THE SURVEYOR GENERAL.

List of Dominion Land Surveyors who have been supplied with Standard Measures.

Name	Address	Date of Appointment	Remarks
Austin, G. F.	Dewdney, Alta	April 14, 72	
Aylsworth, C. F.	Madoc, Ont	May 17, 86	
Bärwell, C. S. W.	Dawson, Yukon Territory	Aug. 21, 94	
Baylis, C. A.	Winnipeg, Man	April 14, 72	
Belanger, P. R. A.	Ottawa, Ont	May 17, 80	Surveys staff, Dept. of Interior
Belleau, J. A.	Ottawa, Ont	May 15, 83	
Biggar, C. A.	Ottawa, Ont	Mch. 30, 82	
Bolton, L.	Listowel, Ont	April 14, 72	
Bourgault, A.	St. Jean Port Joli, Que	Mch. 29, 83	
Bourgeault, C. E.	St. Jean Port Joli, Que	Feb. 21, 88	
Bourget, C. A.	Ste. Adelaide de Pabos, Que	May 14, 84	
Bourne, R.	Fort Rouge, Winnipeg, Man	June 17, 75	
Brabazon, A. J.	Ottawa, Ont	May 12, 82	
Bray, S.	Ottawa, Ont	Nov. 14, 83	Dept. of Indian Affairs
Brochu, S.	Fort Qu'Appelle, Assa	April 14, 72	
Brownlee, J. H.	Victoria, B.C.	April 15, 87	
Burke, W.	Minnedosa, Man	April 14, 72	
Burnett, H.	Victoria, B.C.	June 22, 85	
Burwell, H. M.	Vancouver, B.C.	Feb. 17, 87	
Carroll, C.	Prince Albert, Sas	April 14, 72	
Cautley, R. W.	Dawson, Yukon Territory	Sept. 2, 96	
Cleveland, E. A.	Vancouver, B.C.	June 27, 90	
Coté, J. L.	Dawson, Yukon Territory	Mch. 21, 90	
Cotton, A. F.	New Westminster, B.C.	May 11, 80	
Dalton, J. J.	Milton, Ont.	April 17, 79	
Deans, W. J.	Brandon, Man	May 13, 86	
Dennis, J. S.	Regina, Assa	Nov. 19, 77	Dominion Topographical Surveyor, Deputy Commissioner, Public Works, N.W.T.
Denny, H. C.	Calgary, Alta	April 1, 82	
Desmarais, J. C.	Murray Bay, Que.	April 14, 72	
Dickson, H. G.	Whitehorse, Yukon Terry.	Mch. 19, 89	
Dickson, J.	Ferndon Falls, Ont	April 14, 72	
Doupe, J.	Winnipeg, Man.	April 14, 72	
Doupe, J. L.	Winnipeg, Man	Oct. 6, 88	
Drewry, W. S.	Victoria, B.C.	Nov. 14, 83	
Driscoll, A.	Edmonton, Alta.	Feb. 23, 87	
DuBerger, C. C.	Waterloo, Que	Nov. 17, 81	
Ducker, W. A.	Winnipeg, Man	Mch. 30, 83	
Dumais, P. T. C.	Hull, Que.	Mch. 29, 82	
Edwards, G.	Thurso, Que	April 14, 72	
Fairfield, C. C.	Simcoe, Ont	Feb. 20, 01	
Fawcett, T.	Niagara, Falls, Ont.	Nov. 18, 76	Dominion Topographical Surveyor.
Fawcett, A.	Dawson, Yukon Territory	Feb. 22, 93	Alaska Commercial Co.
Fitzpatrick, J. D. A.	Kildare, Que	Feb. 23, 87	
Fontaine, L. E.	Lévis, Que.	Aug. 13, 92	
Foster, F. L.	Toronto, Ont	April 14, 72	
Frances, J.	Poplar Point, Man	June 17, 75	
Garden, J. F.	Vancouver, B.C.	May 13, 80	
Garden, C.	Winnipeg, Man	April 14, 72	
Garden, G. H.	Lethbridge, Alta	April 14, 72	
Gauvreau, L. P.	Quebec, Que	April 14, 72	
Gibson, J.	Dawson, Yukon Territory	Feb. 12, 91	Gold Commissioner's office, Yukon Territory
Gore, T. S.	Victoria, B.C.	April 19, 79	
Gosselin, L.	Hedleyville, Que	May 15, 89	
Green, T. D.	Dawson, Yukon Territory	May 19, 84	
Harris, J. W.	Winnipeg, Man.	April 14, 72	City Surveyor, Winnipeg.
Henderson, W.	Chilliwack, B.C.	Nov. 17, 86	
Hopkins, M. W.	Hamilton, Ont.	Dec. 20, 01	
Hubbell, E. W.	Ottawa, Ont	May 19, 84	Surveys staff, Dept. of the Interior
Jephson, R. J.	Calgary, Alta	May 12, 80	Dominion Engineer, N.W.T.
Klotz, O. J.	Ottawa, Ont	Nov. 19, 77	Dominion Land Surveyor, Astronomer, Dept. of the Interior
Latimer, F. H.	Detroit, Michigan	Nov. 14, 85	Dominion Engineer, N.W.T.
Laurie, R. C.	Battleford, Sask.	Aug. 27, 86	
Lawe, H.	Winnipeg, Man.	April 14, 72	
Leachman, R. W.	Edmonton, Alta	May 15, 89	
Lemargan, G. J.	Buckingham, Que	Dec. 28, 01	
Lemoine, H. D.		April 14, 72	
MacPherson, C. W.	Dawson, Yukon Territory	May 7, 00	

APPENDIX No. 6 TO THE REPORT OF THE SURVEYOR GENRAL—*Con.*

LIST of Dominion Land Surveyors who have been supplied with Standard Measures—*Concluded.*

Name.	Address.	Date of Appointment.	Remarks.
Magrath, C. A.	Lethbridge, Alta.	Nov. 16, 81	Dominion Topographical Surveyor, Land Commissioner, Alberta Railway and Canal Co.
Malcolm, L.	Blenheim, Ont	April 14, '72	
Martin, A. F.	Winnipeg, Man	April 14, '72	
Miles, C. F.	Rat Portage, Ont	April 14, '72	
Molloy, J.	Rosser, Man	April 14, '72	
McArthur, J. J.	Ottawa, Ont	April 17, '79	
McAree, J.	Toronto, Ont.	April 14, '72	Dominion Topographical Surveyor.
McFadden, M.	Neepawa, Man.	April 14, '72	
McFee, A.	Innisfail, Alta	April 19, '79	
McGrandle, H.	Huntsville, Ont	May 30, '83	
McKenna, J. J.	Dublin, Ont	April 14, '72	
McKenzie, J.	New Westminster, B.C.	Nov. 18, 88	Dominion Lands Agent, New Westminster.
McLatchie, J.	Nelson, B.C.	April 14, '72	
McLean, J. K.	Elora, Ont	April 1, '82	
McPherson, A. J.	Brockville, Ont.	Feb. 21, '01	
McPhillips, G.	Windsor, Ont	June 17, '75	
Ogilvie, W.	Ottawa, Ont	April 14, '72	
O'Hara, W. F.	Chatham, Ont	Feb. 19, '95	
Patrick, A. P.	Calgary, Alta	Nov. 19, '77	Dominion Topographical Surveyor.
Pearce, W.	Calgary, Alta	May 10, '80	Inspector of Surveys, Dept. of Interior
Proudfoot, H. B.	Toronto, Ont.	Mar. 28, '82	
Ramsay, E. J.	Aylmer, Que.	May 19, '81	
Ramsay, G. C.	Aylmer, Que.	April 14, '72	
Ralph, Wm.		April 14, '72	
Reid, J. L.	Prince Albert, Sask	April 14, '72	
Rinfret, R.	Dawson, Y.T	Feb. 29, '00	
Ritchie, J. F.	Nelson, B.C	Jan. 7, '99	
Robertson, H. H.	Montmagny, Que	April 14, '72	
Roberts, V. M.	Sturgeon Falls, Ont.	May, 17, '86	
Robinson, F. J.	Regina, Assa.	Feb. 20, '00	
Rorke, L. V.	Sudbury, Ont	Aug. 13, '91	
Ross, J. E.	New Westminster, B.C.	Feb. 12, '91	
Roy, G. P.	Quebec, Que	Nov. 17, '81	
Saint Cyr, J. B.	Ste. Anne de la Perade, Que.	Feb. 17, '87	
Saint Cyr, A.	Ottawa, Ont	Feb. 17, '87	Surveys Staff, Dept. of the Interior.
Saunders, B. J.	Regina, Assa	Nov. 16, '84	
Seager, E.	Rat Portage, Ont	April 14, '72	
Selby, H. W.	Wahigoon, Ont	Nov. 15, '82	
Shaw, C. A. E.	Victoria, B.C.	May 10, '80	
Speight, Thos.	Toronto, Ont	Nov. 16, '82	
Starkey, S. M.	Starkey's P O., N.S	April 14, '72	
Stewart, G. A.	Calgary, Alta.	April 14, '72	
Stewart, L. B.	Toronto, Ont.	Nov. 22, '82	Dom. Topograph. Surveyor, Professor School of Practical Science, Toronto.
Stewart, E.	Ottawa, Ont	April 14, '72	Chief Inspector of Timber and Forestry.
Talbot, A. C.	Ottawa, Ont	May 13, '80	Surveys Staff, Dept. of the Interior.
Thompson, W. T.	Fort Qu'Appelle, Assa	Nov. 19, '77	Dom. Topographical Surveyor and District Engineer, N.W.T.
Tremblay, A. J.	Les Eboulements, Que.	Feb. 18, '90	
Towle, C. E.	Waterloo, Que	April 14 '72	
Turnbull, T.	Winnipeg, Man	Mch. 29, '82	
Tyrrell, J. W.	Hamilton, Ont.	Feb. 16, '87	
Vaughan, J. W.	Vancouver, B.C.	June 11, '78	
Vicars, J.	New Westminster, B.C.	May 17, '86	
Wallace, J. N.	Hamilton, Ont.	Feb. 20, '00	
Wheeler, A. O.	Calgary, Alta	Nov. 21, '82	
White-Fraser, G. W. R.	Toronto, Ont.	Feb. 21, '88	Dominion Topographical Surveyor.
Wilkins, F. W.	Norwood, Ont	May 18, '81	
Wilkinson, W. D.	Toronto, Ont	Feb. 22, '93	
Woods, J. E.	Blairmore, Alta	Nov. 14, '85	

P. B. SYMES.

Secretary of the Board of Examiners for Dominion Land Surveyors.

SESSIONAL PAPER No. 25

APPENDIX No. 7 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF CYRUS CARROLL, D.L.S.

SURVEYS IN SOUTH-EASTERN MANITOBA.

PRINCE ALBERT, SASK., November, 1900.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—In pursuance of your instructions, I surveyed the outlines of townships 1 and 2, in ranges 11, 12 and 13, east of the principal meridian, and subdivided such portions of the townships as appeared to be suitable for settlement.

Immediately on receipt of the instructions, I proceeded to Winnipeg where I procured the necessary supplies and organized the survey party. The work was continuously prosecuted till the 12th day of October, when I returned to Winnipeg and thence to my home in Prince Albert where I at once set to work at the returns of the survey.

In townships 1 and 2, ranges 11 and 12, I surveyed in all 36 sections. The most of these are in township 1, range 12 ; the remainder are, however, contiguous thereto so that the whole forms a compact settlement. The land is nearly all taken up without much regard to railway, school or Hudson Bay Company's land. The settlers are mostly Norwegians and Icelanders, with a few Frenchmen, and one or two Scotchmen.

The greater part of the land is reclaimed swamp land, roots and sunken decaying swamp timber being found everywhere.

A few years ago fire destroyed the greater portion of the small swamp timber, consisting of tamarack, cedar and alder. The water receded and grass began to grow and a few trees of birch, balm of gilead, and poplar appeared in patches. The land is well adapted for grazing, so that it suits the settlers who are naturally inclined to the raising of cattle and sheep instead of cereals. I noticed, however, two small fields of wheat.

The sand ridges, which cover the greater part of the unsurveyed lands, are barren and never will be of any use. Fire has overrun them and destroyed the few small stunted jack pines that grew in places.

The timber is nearly all in the swamps, any of value that had escaped the fire was taken away years ago, what remains is barely sufficient to supply firewood, house logs, and rails for the settlers.

The westerly part of township 1, range 11, is mostly in the great Kaniswamp swamp. This swamp is very wet ; much of it is a floating bog. It extends well into range 10, and into Minnesota. In townships 1 and 2, range 13, only the outlines were surveyed. I do not consider that there is sufficient land fit for settlement in these townships to warrant the expense of subdividing them.

In the north-east corner of township 2, range 13, there was at one time a considerable quantity of pine, tamarack and spruce timber, but any that was of use was taken away some years ago, as stated in my timber report.

I could not find the parties who signed the petition for the survey of township 1, range 14. There may possibly be one or two bona fide settlers. There is a lumber camp at the landing on Mud creek, but no men were at it except the one in charge. The railway section man and his son both intending to pose as settlers can scarcely be regarded as such in this township since they live on the Minnesota side of the line where they have homesteads. There is a considerable quantity of small tamarack suitable only for cordwood which, I believe, is being cut under license.

The Manitoba and South-Eastern Railway crosses the north-east corner of township 2, range 12.

I have the honour to be, sir,

Your obedient servant,

CYRUS CARROLL, *D.L.S.*

SESSIONAL PAPER No. 25

APPENDIX No. 8 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF THOS. TURNBULL, D.L.S.

EXPLORATION OF THE COUNTRY BETWEEN LAKES WINNIPEG AND WINNIPEGOSIS.

WINNIPEG, February 9, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—According to your instructions, I left Winnipeg accompanied by W. C. Pritchard, J. N. McKay and C. H. Blanchard, to explore the country lying between Lakes Winnipeg, Manitoba and Winnipegosis.

It seemed to me from the inquiries I made, that the easier way to reach the interior of the country was from the Lake Manitoba side. I accordingly started north from Oak Point on an old cart trail, running nearly north through the surveyed country. The old section corners are nearly all obliterated, although the lines are easily traced in the wooded parts. The first post I found was at the northeast corner of section 6, township 22, range 3, west of the principal meridian. From this point I made a careful track traverse as far as shown on the accompanying map. From the northeast corner of township 22, range 3, to the southeast corner of section 33, township 23, range 3, the trail is over a dry ridge, the higher parts of which are light sand and gravel, while the lower levels are clay and very stony. From this point the trail follows the east side of a large hay marsh almost due north for about two miles. Along the east and west sides of the marsh there is a strip of green timber, principally poplar, with a small quantity of spruce.

From where the trail leaves the marsh, near the northeast corner of section 3, township 24, range 3, the soil is light and stony to about the north side of section 15. At this point there is a fine spring bubbling out of the limestone rock, which crops out here. The trail then enters a narrow swamp covered with a small growth of scattered tamarack, and turns to the northeast across some good hay land for a distance of about two miles, where it ends at a well defined gravel ridge, which is burnt over in places or covered with dead jack pine.

I followed the ridge in a northwesterly direction to Fisher river, which is about forty feet wide, with very little current, and banks about twenty feet high. I left the horses at the river and followed the ridge for some distance; it was, however, so covered with fallen timber that I decided not to take the horses any farther north, but to go, if possible, in a northeasterly direction to the Fisher River Indian reserve. Accordingly, I retraced my steps to the east side of section 25, township 24, range 3, where I met a number of Indians from Rabbit point, who were picking seneca root. They came in by way of Swan lake, Birch lake and Slave lake, and as they had found the muskegs very soft, they concluded to return by our trail. They had endeavored to make their way northeast to Fisher river, but encountered so much wet country that they turned back. I followed their trail to about the middle of section 33, township 24, range 2, where it ends, and leaving the ponies here, I travelled northeast about six miles.

As it was impossible to take the horses across to Fisher River reserve, or in fact in any direction except the way I came, I decided to go around to the Lake Winnipeg side, and see as much of the country as possible by striking in at different points

from the trail leading northerly along the lake from Selkirk. The country above described was all burned over some years ago; there is a second growth of timber in places, but none of marketable value. The vegetation on the high land, when I saw it in October, did not seem to be luxuriant, and the marshes were mostly too wet to admit of saving the hay, which was of an inferior quality.

I reached Selkirk on October 22, and proceeded to Gimli. From there I travelled west along the centre line of township 19, ranges 1 and 2, east of the principal meridian. The eastern half of townships 19 and 20, in range 2, is fairly good land, though somewhat stony; and is covered with a heavy growth of poplar. A number of Galician squatters have settled in this locality, and have made small clearings. The soil, although stony, is very good. In the centre of township 19, range 2, there is some excellent spruce timber, covering an area of two or three square miles. Township 19, range 1, is very wet; the greater part of it has recently been burnt over.

I could not get my horses any farther west than the east side of range 1, and it was impossible to travel north because of the muskegs. I therefore followed the trail northerly along Lake Winnipeg to the centre of township 22; from here I went west and camped on section 24, township 22, range 2, east of the principal meridian. Leaving my outfit at this point, I crossed ranges 2 and 1. There is a good deal of first-class land in this vicinity. Township 22, in ranges 1 and 2, is principally open, with small bluffs of timber. The lower portions were quite dry in October, and covered with a rank growth of excellent hay; the higher land is a fine clay loam, free from stones. The land lying to the west of the principal meridian is light and stony, and the muskegs are too wet for hay, except about the edges. Township 23, range 2, east of the principal meridian, contains some good land, but it is lighter than the soil in the vicinity of Icelandic river, and more or less stony.

From Geyser, I travelled along a good trail to the Fisher River Indian reserve; it follows a ridge of high land nearly all the way from the crossing of Icelandic river on section 1, township 23, range 3, east of the principal meridian. Very little of the land along the trail is of any value for agricultural purposes. The soil is light sand, gravel and clay, covered with stones. Some good timber between the fourteenth mile north of Icelandic river and the twenty-second mile was killed a year ago by fire. From the twenty-second mile to the Fisher River Indian reserve the timber is mostly small jack pine. The land within the reserve is good clay, and free from stones, but in every direction outside of the reserve the high land is light and the muskegs very soft.

Owing to the character of the country and the scarcity of horse feed at this time of the year, I found it necessary to pay off my men, and in doing so, I made sufficient allowance in each man's time to take him back to his home. After waiting a day or two for the muskegs to freeze sufficiently to carry men on foot, I engaged three Indians and started across to the narrows of Lake St. Martin. The first two miles from Fisher river is over fairly good hay land in a dry season, but from there on to the south-west corner of township 29, range 2, west of the principal meridian, the country is an immense marsh intersected with narrow sandy ridges running about north-west. Near the south-west corner of township 29, two granite hills rise abruptly from the muskeg to a height of seventy or eighty feet; they occupy an area of about a mile square, and are covered with a light growth of jack pine.

For six miles farther our course was over a wet country to about a mile west of Mantagao river. Up to this point the country has been burnt and is now mostly open with a second growth of small scrub in places. Extending from a mile west of Mantagao river for about ten miles is a belt of green timber principally spruce and tamarack. The tamarack growing on the muskegs is very small, and the spruce, although some of it is large, is mostly too small for railroad ties, and is scattered. After crossing this belt of timber the country becomes more ridgy with swamps lying between; the bearing of the swamps is generally north-west. The ridges and swamps are all of

the same general character, the ridges being light and stony and covered with a second growth of jack pine, averaging from two to four inches in diameter. There are small isolated clumps of the original jack pine, averaging from six inches to one foot in diameter. The swamps are mostly covered with ice, and are apparently never dry at any season. This is the character of the country as far as the line between ranges 6 and 7; from this to Lake St. Martin, the ground is high and light with very few sloughs, and the soil is too light to be of any value. From the narrows of Lake St. Martin I went to Fairford to get supplies, and secured an Indian with his dog train to take them to Gypsum lake, from which point we packed an outfit in a north westerly direction, as shown on the map. From Lake St. Martin to Gypsum lake, there is a large amount of good hay land with very little timber, but from Gypsum lake to Waterhen lake the country is of the same general character as that lying to the east of Lake St. Martin. The ridges run mostly in a northerly direction, and are somewhat wider. The travelling from Lake St. Martin was tedious in the extreme; our course lay across the ridges and swamps, and it was almost impossible to squeeze between the small jack pines.

Approaching Waterhen lake, the country becomes very wet. Close to the lake there is some good hay land, but back from it the swamps are too soft for hay. On striking Waterhen, I came down to Winnepegosis and from there to Winnipeg. Between Fisher river and Winnepegosis, there was very little snow, and we had to move everything on our backs. I thought it better to go to Winnipeg for a time and prepare a map, with the intention of returning to the field as soon as the snow became deep enough to enable me to use toboggans and snowshoes.

On January 7, 1901, I started from Reaburn and drove to Rabbit point, where I secured two Indians and proceeded north. My object was to find and locate, as nearly as possible, a large lake the Indians told me was about twenty miles north of Sleve lake. Sleve lake is the source of the Mantagao river. The waters of the lake find their way north through marshes connected by a small creek to a lake known to the Indians as Birch lake. As there is another lake of this name lying to the south of Sleve lake, I have called this one North Birch lake on the map. The country between Sleve lake and North Birch lake is covered with small green timber. The ridges run north west and are covered with small green poplar from two to ten inches in diameter, while the lower ground is mostly covered with spruce and tamarack. Scarcely any of the tamarack is large enough for railroad ties, and the spruce is small and scattered. North Birch lake is nearly three miles long, and from one and one-half to two miles wide. The north and south banks are high and covered with a heavy growth of poplar and some oak. Limestone crops out in the ridge on the south side of the lake, and on a small island at the west end. From here I returned to Winnipeg, where I arrived on the 31st of January.

Speaking generally of the whole country lying between Lakes Winnipeg, Manitoba and Winnipegosis, the best land is close to the lakes, while in the interior, it is swamps, marshes and stony ridges.

I have the honour to be, sir,

Your obedient servant,

THOS. TURNBULL, *D.L.S.*

APPENDIX No. 9 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF JAMES DICKSON, D.L.S.

SURVEYS IN SWAN RIVER DISTRICT, MANITOBA.

FENELON FALLS, February 19, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of my operations during the past season.

On April 11 last I received your instructions, dated two days previously, to proceed to the neighbourhood of Swan lake, Manitoba, to survey some outlines and subdivide certain townships in that locality. On the 21st I received a telegram informing me that I should first retrace the lines in township 17, range 18, west of the principal meridian, and that instructions therefor would be mailed to me at Dauphin.

I started for the west on April 23, and arrived at Winnipeg the following Thursday forenoon. Here I had to remain until Monday to get supplies and have them shipped to Dauphin. Before leaving I was joined by Messrs. Nosworthy and Gross from Lindsay, and I engaged two axemen, with whom I arrived at Dauphin on Tuesday evening, May 1.

Next day and part of the day following I engaged my party, and had the wagons fitted up and loaded. On Thursday afternoon I started the party on the trail leading across the Riding mountains, but remained behind one day myself to take along a man who was not prepared to start out with the others.

I left Dauphin on the 4th, and overtook my party next day before noon. The weather for some time had been dry, and the roads were fairly good; but from the nature of the soil I saw that a few hours' rain would render them impassable, and as there were indications of rain, I travelled all next day, Sunday.

I arrived at the south boundary of township 17, range 18, on the following Wednesday, and camped near the southeast angle of section two. We commenced work next day by tracing out the east boundary of section 36, township 16, range 18.

Township 17, range 18, was subdivided in the year 1873, but as the survey was believed to be erroneous, I was instructed to restore the old lines as nearly as possible, and prepare an accurate plan of the township.

I produced the east boundary of township sixteen due north across township seventeen, and at the north side of each section I traced out the chord to intersection with my line, both in this township and in the township to the east. I found the lines in every instance. At the northeast angle of sections 1, 13 and 25, the settlers showed me where they had seen the original post standing, and in every case when I produced my line to the point it was within one foot of the spot shown me.

At the northeast corner of the township I found a large cedar post, which I have no doubt is the original post; but it was lying on the ground, and I could not find any trace of where it had stood, nor could the settler throw any light on the matter. I chained the north boundary from my line to Otter lake, where I found an original post standing; the distance from my line to the post agreed so closely with that

shown on the plan of the township that there can be no doubt of the accuracy of my line. I found no trace whatever of the original line ; but there is a colonization road along the east side of the township which, after it leaves section 12, trends gradually towards the east until the north side of section 25 is reached, when it turns due east into the next township. The settlers seemed to believe the road constituted the east boundary of the township, and had fenced accordingly. It was evidently a case in which the surveyor found his line was wrong, and instead of running it over again, merely established the corners of the sections by offsets. I subsequently met a settler who knew how the boundary had been run, and had also assisted in cutting out the road, who volunteered the statement that the above was what really did take place.

The township is well settled along its south and east boundaries ; there are also a few settlers in the interior. They are mostly Swedes, and are a good class of settlers.

At the time the first survey was made, the township must have been covered with a heavy growth of poplar, balm of gilead and white birch ; but a large part of it has since been burnt over ; some of it is quite bare, consequently all traces of the original lines and posts are gone.

Where the woods were in the original state, or even partly so, I experienced no difficulty in finding the lines, as they had been well blazed. I also found quite a number of the original posts, and at some points, although the posts were gone, I obtained their positions accurately by the intersection of the old lines. In every instance where I found original marks of any kind I adhered strictly to them ; where there were none to be found, I made the survey in accordance with the provisions of the manual.

Otter lake, in the northeast part of the township, is a fine body of water and well stocked with fish ; it is the source of the Rolling river. There are a great number of lakes in the township, most of them are very small, only a few being large enough to require traversing ; they were, however, a great hindrance to the work of the survey, as I had upwards of seventy triangulations to make, and each lake is surrounded by more or less marsh. Elk and duck are plentiful, so this must be a sportsman's paradise during the hunting season.

It will be seen from my plan of the township that the lakes differ very much in size and shape from the plan of the original survey. This is the more remarkable as I failed to find any evidence of their levels having been affected by beavers or any artificial cause.

While working in this township, I received your instructions of May 4 to survey, next, townships 33, ranges 28 and 29, west of the principal meridian, and also your letter of May 8 instructing me to complete the survey of township 34, range 28, consisting of three miles.

I finished the survey of township 17, range 18, west of the principal meridian, on July 8 ; the following day I left for Minnedosa, and from there went by train to Yorkton. On July 12, I started for the north end of the Duck mountains by the Fort Pelly trail, and by noon of Saturday, reached the Indian Agency on the Cote reserve, where, through the courtesy of the agent, Mr. Jones, I procured an Indian guide, as I knew nothing of the route to my work. Three miles north of Cote, we struck east from the Pelly trail and travelled twelve miles over a fairly good trail, camping in the evening at an Indian ranch. We remained here over Sunday, and by noon of the following day, reached the south boundary of township 33, range 29, one mile and three quarters east of its west boundary.

I commenced the survey of this township on July 17, and completed it on August 16. I took declarations from three squatters in the township and traversed their improvements. One of them had done no breaking ; the other two had. A half had a few acres under crop in section 36, but he was too young to be entitled to a homestead, and as his father had made the improvements for him, I did not take a declaration, but have shown the breaking on the plan of the township.

I moved east into township 33, range 28, and commenced the survey of it on August 17. The northeast part is so stony and so broken up by gullies as to be utterly worthless ; I, therefore, did not run the east boundary of sections 27, 34, 14, 23, 26 and 35, nor the north boundary of sections 23 and 24. There are two squatters in the township ; I took a declaration from each and traversed their improvements.

I had while in this township received your instructions of August 14, to subdivide as much of township 32, ranges 29 and 30, as I could before disbanding the party. I commenced the survey of township 32, range 29, on September 17. From the north boundary of the township, I ran four miles of the east outline, three miles of each of the two adjoining meridians, and the whole of the remaining ones. At the south boundary, I planted iron posts properly marked on these meridians, but as the line was not run, I did not put mounds at the corners.

I also ran the south chord across sections 9, 8 and 7 to Bearhead lake, and the whole of the north chord except across section 9. I would have run that portion also, but had not time to trace out the west boundary. The squatters and Indians insisted that the lake should be called Clear Water lake ; I, however, pointed out to them that on the government maps there was a Clearwater lake shown at the head of Bearhead creek, some miles to the south, and as no name was given to this lake on any map I had seen, I intended to call it Bearhead lake, by which name it would be known in future.

There are five squatters in this township, and I took declarations from four of them ; the fifth was not at home. I finished work in this township on October 6, and moved into township 34, range 28, where I ran the east boundary of sections 3, 11 and 2, which completed the survey of the township.

On the 11th, I drove with my party to Swan river, and disposed of my horses by public auction, stored the wagons, &c., for the winter, and discharged the party, except two men and the cook. I left Garland with the three men and went north-east on the Pine river trail to inspect the survey of township 33, ranges 19, 20 and 21, and township 34, ranges 19 and 20, in accordance with your instructions of September 18.

I finished this work on the 22nd, and started for home by the first train south from Garland. I reached home on October 31, after an absence of about six months.

I have the honour to be, sir,

Your obedient servant,

JAMES DICKSON, *D.L.S.*

APPENDIX No. 10 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. C. DESMEULES, D.L.S.

SURVEYS IN THE DAUPHIN DISTRICT.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

MURRAY BAY, December 31, 1900.

SIR,—I have the honour to submit the following general report of my field operations in the Dauphin district during the season of 1899 and 1900, in connection with the different surveys allotted to me under your instructions dated September 26, 1899, and those of subsequent dates.

Owing to previous engagements, both with the local government of Quebec and some private parties, I was unable to leave Murray Bay before October 18. I arrived in Winnipeg on the 22nd, where I engaged my party of twelve men.

After having bought supplies and completed my outfit, I left Winnipeg on the 24th and arrived at Cowan the following day, where I pitched the tents and waited for my supplies until the 28th. In the meantime I was busy looking for the starting point of my survey, training chainmen, and verifying instrument and chain.

Having met J. L. Reid, D.L.S., who had run the north limit of township 35, range 23, I obtained from him a sketch of the line together with other information, and I was able to begin work on October 31 by running the east meridian of section 2, township 36, range 23. I continued work by running successively the meridian of section 11, the north limit of section 12, and east meridian of section 3, and on November 9 moved camp about five miles.

I finished the survey of the above township on January 2, 1900. Up to November 24, no frost of any account was experienced, and the survey over the wet and swampy country proved very arduous and slow.

Township 36, range 23, west of the principal meridian. East boundary of sections 2, 11, 14, 23, 26, 35. This line in the first three-quarters of section 2 runs north over a rolling country covered with jack pine, then a spruce muskeg is intersected, which continues on the following sections to the north limit of the township. A lake of clear water covers about one-third of section 24, the rest of the section being swamps and spruce muskegs.

East boundary of sections 3, 10, 15, 22, 27 and 34. This line in the first three sections runs north over a rolling country covered with heavy windfalls and overgrown with jack pine and young poplar. The Canadian Northern Railway is crossed at 69·65 chains on section 10. East of sections 22, 27 and 34, the country is swampy and covered with spruce muskegs.

East boundary of sections 4, 9, 16, 21, 28 and 33. The whole of this line, as well as the remainder of the township, traverses country which ranks second and third class for farming purposes, but the proximity of the railroad should add to its value by reason of the great quantity of firewood, fencing, building timber and ties that can be got out of the country.

The Sinclair river, a tributary of Swan river, runs through sections 8, 17, 18, 19, 29 and 30 of this township. The Canadian Northern Railway traverses sections 2 and 11 in a northerly direction, then turns to the west north-west on section 15, crosses sections 15, 16, 17 and then runs due west at the north end of section 18. Owing to the wet state of the country up to December 3, when the ground commenced to freeze,

we could hardly cross the swamps and muskegs covering the greater part of this township, and the survey work was in consequence much retarded. Besides this, the thick fallen timber intermixed and overgrown with jack pine and brush, made it a very arduous task to open and run lines. I was, therefore, kept much longer in this township than I at first expected.

After opening a road to carry the outfit and provisions from Cowan, I moved camp to the southeast corner of township 37, range 24, and began work in this township on January 11 by running the east outline and north boundary. I completed the subdivision of the township on March 17. It was a tedious task to run the lines through the dense growth of large poplar and spruce, with thick underbrush of dry willows in large bunches, alders, and scrub, intermixed with heavy windfalls of dry timber.

The quality of the land in this township, chiefly in the west part, may rank first class for farming purposes, and the rich forest of large poplar and spruce covering the ground offers every advantage for building and lumbering. The east part ranks second class, but is not of less value either from a trading or lumbering point of view. Sinclair river enters the township on section 2, and runs diagonally through sections 3, 4, 5 and 6.

On March 19, I moved camp towards Cowan, where I arrived on the 21st, after two days of hard labour dragging overloaded toboggans through two and a half feet of snow. It was the 26th before I could leave Cowan by rail for Pine river station, situated in the south-west corner of section 33, township 32, range 22, where, according to your instructions of January 23, 1900, I was to subdivide the eastern half of the above township. After pitching my tents at the north-east corner of section 34, I began work on the 29th by running the meridian east of sections 34 and 27, and then ran successively the meridian outlines of sections 35, 26, 22 and 23, and north limits of sections 22, 23 and 24, when I was obliged to close operations altogether in that quarter on April 4. The snow completely disappeared in three days of very warm weather, and the country was so overflowed that I was compelled to stop work and leave at once for Pine river station. Besides this, the remainder of the township is low land consisting in a great part of tamarac muskegs and swamps, which the Pine river overspreads, and is apparently of no value and could be subdivided to better advantage during the winter or a dry summer season. The subdivided portion of the north-east part of the township, viz. : sections 22, 23, 24, 25, 26, 27, 34, 35 and 36 is swampy, with the exception of sections 22, 27 and 34, which are dryer and covered with spruce and tamarac six to eighteen inches in diameter, fit for building and lumbering purposes.

Bridges along the railway line were swept away owing to the flooded condition of the rivers and creeks, and the trains were very irregular and unsafe. I was in consequence delayed at Pine River station until April 10, when I reached Sifton Junction, but had to wait there until the 13th for a train to Winnipegosis.

In reply to my telegram to Ottawa as to horses and the necessary camping outfit, I was instructed that they could be had at Cowan, where they were in charge of William Sifton. I knew that no horses could be obtained there, and after many inquiries I learned that the horses and outfit were at Minatonas, on a farm belonging to Mr. Sifton, about twelve or fifteen miles west of Cowan station. On May 19 I sent one of my sons with another man who knew the road in the part of the country between Winnipegosis and Minatonas to get the horses ; but both returned next day completely disabled from two days travelling through an overflowed country. Seeing that it was impossible to get the horses safely from Minatonas in this way, I thought it advisable to have them brought over by the railroad, and for that reason I sent my eldest son upon a hand-car to Sifton station with instructions to wait for the first train to Minatonas. On April 27, he returned with the horses and wagons.

On May 1, I moved my camp to section 2 on the base line between townships 31 and 32, range 19. Whilst there I opened a road across the base line as far as section

31, in order to transport my outfit when subdividing township 31; I then moved camp to the north limit of township 32, range 19, and subdivided the west part of this township. On May 17, I moved into township 31, range 19, and completed the subdivision of the west part on June 8.

Township 32, range 22, west of the principal meridian. East boundary of sections 34, 27 and 22. This line was run south over a level country covered with willow, alder, spruce and poplar, six to twelve inches in diameter, together with heavy windfalls and dry fallen timber.

East boundary of sections 35, 26 and 23. This line runs south and crosses a hay marsh extending southward from 24 chains in section 35 to 23 chains in section 26; the surrounding country is level and swampy. The remainder of the section is dryer and grown with black spruce and a few birch trees. On section 23 the line crosses a hay marsh extending from 10 to 50 chains southward, with scrub and scattered spruce, tamarac and birch trees, six to twelve inches in diameter. The line crosses Pine river at 34 chains in section 22, thence the country is swampy as far as 60 chains, where it becomes dryer and is burnt scrubby prairie.

Township 32, range 19, west of the principal meridian. East boundary of sections 6, 7, 18, 19, 30 and 31. This line runs through a level country covered with poplar, willow, alder and thick brush, with muskegs, swamps and heavy windfalls intervening.

Township 31, range 19, west of the principal meridian. East boundary of sections 5, 8, 17, 20, 29 and 32. This line was run south over a level country thickly covered with a new growth of poplar, willow, alder and brush, forming an almost inextricable network with the heavy windfalls.

East boundary of sections 6, 7, 18, 19, 30 and 31. This line runs south over the same kind of country as the above line; it is overgrown with a thick growth of young poplar, &c., and scattered bluffs of poplar, spruce and tamarac, six to twelve inches in diameter.

The two portions of townships 31 and 32, range 19, above described are not of any value, except for the timber, which is suitable for fencing and building purposes. The numerous muskegs and swamps covering the greater part of the country make it difficult to get through with wagons, which sink to the axles. After satisfying myself that the survey of townships 31 and 32, range 20, could not be done to advantage at this season of the year, I deemed it advisable to suggest that this work should be postponed until winter, and asked for instructions as to surveys in a more suitable part of the country.

Having in the meantime made the survey of the north limit of township 31, range 20, I closed operations in this locality on June 21, and moved camp back to Winnipegosis on my way to townships 27 and 28, range 23, in pursuance of your instructions of June 18. On June 25, I sent men and part of the outfit with the waggons across to Ethelbert, whilst I and one of the men went by rail with the bulk of the outfit. On the 28th, I left Ethelbert with my party and travelled about fourteen miles to the 8th base line. From June 29 to July 2 we were employed in cutting a road through heavy bush and thick brush, in order to reach my starting point at the northeast corner of section 34, township 28, range 23.

After moving camp to section 33, and finding that it was impossible to get farther with the waggons in consequence of the roughness of the country, broken as it is by deep ravines and obstructed by the thick forest, I was obliged to adopt another mode of conveyance. It consisted of two poles about eighteen feet long, fixed at one end about three feet apart by two cross pieces made fast to the poles with strong iron bolts. This conveyance, drawn by one horse, carried loads of three to four hundred pounds, through the dense forest and hilly country we had to travel, to the closing of the east meridian of township 28, range 24, when I was able to get the waggons up to the end of the season.

I produced the 8th base line westward for three miles, and ran successively the east outline of township 28, range 24, the north boundary of township 27, range 23, the east meridian of fractional township 27, range 23, and the 7th correction line south of said township 27. The country through which these lines were run is rough and hilly, frequently broken by deep ravines and densely wooded with large timber and thick underbrush, or is burnt country, with heavy layers of fallen timber and overgrown with young poplar, willow and alder. I subdivided fractional township 27, range 23, as I considered it suitable for immediate settlement, and for the reason that some Galicians and other settlers had squatted on sections 36, 24, 22 and 14.

Township 28, range 23, west of the principal meridian. North boundary of sections 33, 32 and 31. This portion of the 8th base line runs over an undulating country covered with a heavy growth of poplar, spruce and birch trees for the first part. Over sections 32 and 31, the country is more broken and hilly, and where the original forest has been destroyed by fire, is now a thick growth of young poplar, willow and alder intermixed with fallen timber.

Township 28, range 24, west of the principal meridian. East boundary of sections 36, 25, 24, 13, 12 and 1. This line runs over the southeastern slope of Duck mountain, where the country is frequently broken by deep ravines containing small streams running eastward, which are likely the headwaters of Drifting river. A heavy forest of poplar and spruce, six to twelve inches in diameter, together with a thick underbrush, covers the ground in sections 25, 24 and 13 ; the country through the remainder of the sections was burnt, and is now covered with young poplar, alder, willow and scrub.

Township 27, range 23, west of the principal meridian. North boundary of sections 31, 32, 33, 34, 35 and 36. This line was run east through a rolling country slightly sloping to the southeast, and crosses several streams flowing into Drifting river. The ground is covered with a dense growth of young poplar, willow and scrub, the original forest having been destroyed by fire some years ago, except in a few hollows where scattered bluffs of poplar and spruce are still to be seen.

Meridian east of township 27, range 24. This line was run south, through sections 36, 25, 24, 13 and a gore on section 12 of 4.81 chains, as far as the 7th correction line. The character of the country along this meridian is similar to that of the above line. A branch of Valley river is crossed near the north of section 25, where a few stacks of hay have been cut in the neighbouring marshes by settlers from the Gilbert plains.

7th correction line, south of fractional sections 7, 8, 9, 10, 11 and 12. This line was run eastward over an undulating country overlooking the Gilbert plains towards the south. A branch of Valley river is crossed on section 8, and a lake of good clear water on section 9. The land is first-class for farming purposes, and covered with a new growth of young poplar, alder, willow and scrub. The original forest was destroyed by fire some years ago, but several scattered bluffs of poplar are to be found which the fire did not reach.

Mr. Mathews has built a lime kiln at the north end of section 32, in township 26, range 23, and gets the limestone out of a ridge overlooking a hollow in which the branch of Valley river already alluded to, rises. A good trail leads from this place northward to Ethelbert on the Canadian Northern Railway, and southward to the towns of Umatilla, Oaknook, Valley River and the settlements of the Gilbert plains.

East boundary of sections 31, 30, 19 and 18. This line was run south, and on section 31 crosses a branch road leading from Ethelbert to Fort Pelly across the southern slope of Duck mountains ; there is another branch of the same road between sections 30 and 31 leading to Valley River in the Gilbert plains. The latter branch follows the windings of a small brook flowing southward to the middle of section 18, when it turns eastward on entering township 26, range 23. The country along this line is undulating and covered with fallen timber, poplar, willows and brush, together with some scattered bluffs of poplar six to ten inches in diameter.

East boundary of sections 32, 29, 20 and 17. This line was run south, and crosses a branch of Drifting river in sections 32 and 20. The country is undulating and covered with a heavy growth of poplar and spruce six to ten inches in diameter and a thick underbrush of willows, alder and scrub, intermixed with a heavy layer of fallen timber.

East boundary of sections 33, 28, 21 and 16. This line crosses another branch of Drifting river twice in section 33, and the first branch, above mentioned as crossing on section 32, crosses here again in section 21. The country is undulating; sections 33 and 28 are covered for the most part with spruce and tamarac six to ten inches in diameter; sections 21 and 16 are covered with poplar six to ten inches in diameter and underbrush of willows, alder and scrub, with fallen timber intermixed.

East boundary of sections 34, 27, 22 and 15. The country over which this line runs is undulating and covered with a heavy growth of poplar six to ten inches in diameter, and a thick underbrush of willows and alder. Sections 36, 24, 14 and 22, in township 27, are settled upon by homesteaders. Although these people settled here only a few months ago, they have raised a sufficient quantity of potatoes, turnips, cabbages and other vegetables for their use during the coming winter.

Township 27, range 23, is a fine piece of country, and very suitable for farming purposes as well as for stock raising and lumbering. At least seventy five per cent of it ranks first-class; it is well timbered, and abundantly furnished with water throughout the whole year by means of wells easily built, or by the numerous ponds and creeks emptying towards the south into Valley river and towards the east into Drifting river.

Having completed the subdivision of township 27, range 23, I thought it advisable before leaving the work to subdivide sections 2 and 12 in township 28, range 23, as several Galician families had selected homesteads in these sections, and furnished me with statutory declarations. In order to locate their claims I surveyed the east and west boundaries of section 2 and the west and north boundaries of section 12. A great number of Galicians are likely to settle in this part of the country. As a rule they are good workers and faithful employees, so far as I can judge from personal experience, having engaged some of them as labourers on the survey during the summer. From an agricultural point of view they are a most desirable class of settlers.

On October 3, I left the field for Ethelbert, the nearest station on the Canadian line of railway, where I discharged the men who had been hired at this point, and also disposed of the horses and outfit, &c. On the 8th, I left Ethelbert for Winnipeg; after discharging the remainder of my party and settling some accounts, I left for home. I reached Murray Bay on October 13, after an absence of nearly a year.

I have the honour to be, sir,
Your obedient servant,

J. C. DESMEULES, *D.L.S.*

APPENDIX No. 11 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF P. R. A. BELANGER, D.L.S.

SURVEYS IN PASQUIA MOUNTAIN.

OTTAWA, March 4, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I beg to submit the following report on my operations during the past season :—

In compliance with your instructions dated February 3, 1900, to continue the survey of the second meridian, and base lines therefrom, I left home on February 7 for my initial point in township 47 on the second meridian, and after stopping at Winnipeg and Yorkton to hire men and buy supplies, I reached Fort Pelly on the 16th. Here, I spent a week examining a contract survey, after which I made arrangements with the freighters to take my outfit and supplies from Fort Pelly to the intersection of Overflowing river with the second meridian, a distance of over one hundred miles of which upwards of ninety miles was through a bush country with no road and about two feet of snow on the ground. The journey was made under great difficulties, and though I had to pay the exorbitant rate of five dollars a hundred for freight, we were obliged to tramp down the snow with our snowshoes for the freighters who followed us at the rate of about six miles a day. This mileage was as much as could be done under the circumstances. The hardships the horses had to undergo, together with the want of proper food, told so much on them that three died on the return trip, which caused a loss to the freighters almost amounting to their earnings.

I reached my initial point on March 12, and started work on the second meridian by re-measuring township 47 in order to make a correction of two chains at the 12th correction line to compensate for an error in surplus found in township 32. From township 47, I prolonged the meridian to the north-east corner of township 53, a few chains south of Carrot river where I stopped work on April 5, because of the great depth of snow water which covered that flat country and rendered progress farther north entirely impossible.

The return journey from Carrot river to the intersection of the 12th base line with the second meridian, where I had a depot of provisions, was extremely arduous. The men packed one hundred pounds of freight on their backs, and made two trips a day to carry the outfit and supplies over a distance of four miles a day. The fine warm weather, which prevailed in the early part of April, caused the snow to melt in one week ; the water rushed down from Pasquia mountain and submerged the flat country before the creeks were open to carry it away.

I reached the 12th base line on April 23, and produced it eight and a half miles west to the intersection of a pack trail. I then moved southward on this trail to my next work on the 11th base line. I reached my initial point on the base line between ranges 8 and 9 on May 16, and left my assistant in charge of the party with instructions to run meridian outlines, and I started for Yorkton to buy supplies, horses, &c., to complete my summer's outfit.

On my return, I produced the 11th base line as far as range 15 where I tied on to the base which had been run from the west. I also ran some meridians to tie with the 10th and 12th base lines, after which I returned to the north.

On August 3, I resumed work on the 12th base line, and ran it to range 9 where I stopped on September 10. I ran the east boundary of range 9 southward to the 11th correction line in order to get out of the bush, and to comply with your instructions, dated August 9, to examine a contract survey before returning to Ottawa.

Having given a short resume of my work in connection with the different surveys allotted to me, I will now give a general description of the country over which I passed.

Second Meridian.

Township 48. From the intersection of the meridian with Overflowing river in township 47 northerly, the line runs through a low, level, wet country, covered with scrubby spruce and tamarack swamps alternating with bare muskegs. Small creeks cross sections 12 and 13 in a south-easterly direction.

Township 49. This township is of the same character as township 48, and entirely unfit for anything. Pasquia river crosses section 24, and is here only a small stream about 15 to 20 feet wide. It rises on the north-west on Pasquia mountain and runs across the meridian in a south-easterly direction for some distance, after which it turns north-east.

Township 50. This township is also very low and wet, and is covered with spruce and tamarack swamps interspersed with scattered birch and scrubby black poplar. Numerous creeks cross sections 13, 24, 25 and 36. The eastern point of Pasquia mountain is a short distance west of the meridian, on sections 26 and 35.

Township 51. Sections 1 and 12 appear low and level, but the remainder of the township is occasionally broken by small burnt ridges, alternating with tamarack swamps, and may be called rolling country. There appears to be a gradual fall from the centre of the township to the north ; this would indicate that the height of land is between Overflowing river and Carrot river. Waskwei river, a stream 75 links wide, rises in the south-west on Pasquia mountain, runs north and crosses the meridian in sections 25 and 36, after which it turns northeast to a large muskeg where it loses its water.

Small creeks cross sections 1, 12 and 13. With the exception of section 36, the timber is fire-killed and consists of scrubby, dry tamarack and jack pine, and is only fit for fuel.

Township 52. This township is also low and generally wet, and mostly covered with spruce and tamarack ; a good percentage of the timber is suitable for building and even lumbering purposes. The soil is third and fourth class, except on section 13, where it is first and second class.

Township 53. This township may properly be described as a floating bog ; it is extremely low and covered with tamarack swamps, muskegs, sloughs and numerous lakes.

A large creek, 40 links wide, crosses section 12, running easterly ; a few chains on each side of its banks there is a belt of good timber. Another belt of good timber crosses the southern part of section 1.

The large tract of land as seen from the second meridian between Overflowing river and Carrot river, a few chains north of township 53, is entirely unfit for settlement.

11th Base Line.

Range 9. This range is rolling burnt country, covered with scrub. Creeks are crossed on every section, except section 36. The soil ranks first class.

Range 10. Heavy, rolling burnt country, covered with scrub. On section 31 there is a range of high hills, which is the beginning of Greenwater Lake. Creeks are intersected on every section. The most important is Carrot river, crossing section 32 ; it is only twenty links wide, but was six feet deep at the time of the survey. The soil ranks first and second class.

Range 11. Heavy, rolling and hilly open country, covered with scrub. Greenwater hills extend over the whole range. Section 31 is timbered in its west half. Greenwater lake and another large lake are a short distance north of the base line. The soil is generally first and second class.

Range 12 has been burnt over, but is now covered with a thick second growth of poplar, two to four inches in diameter. Greenwater hills extend across the eastern part of the range, apparently as far as section 34. Red Deer river crosses the east half of section 31 ; it is here two and a half chains wide and from four to five feet deep, with a very slow current. Ten chains north of the line there is a rapid, where the river can be forded in one foot of water over a stony bottom.

Range 13 is low and level, very stony and gravelly ; and is also covered with poplar bush two to six inches in diameter, alternating with large scrubby willow swamps and muskegs. The soil is second and third class.

Range 14 is level and undulating country, partly burnt, and broken by numerous swamps and muskegs. A large lake is intersected on section 34, which extends north and northeast for a couple of miles. The soil is poor, and may be rated third class.

Range 15. The character of this range is somewhat similar to range 14, but the soil improves in the west half, where it ranks second class.

12th Base Line.

Range 1. Section 36 and about half of section 35 are covered by a large tamarack muskeg extending southwesterly. Over the remainder of this range the line runs through large poplar, thickly mixed with hazel bush, occasionally broken by hay marshes. Smoking Tent brook runs across section 35 in two deep channels about 20 chains apart. Numerous small creeks, rising in a large muskeg south of the base, are also crossed on sections 31, 32 and 33. The soil ranks first and second class.

Range 2. The country from sections 36 to 33 inclusive is rolling, covered with large poplar and heavy hazel bush or willow, and first-class soil. Red Deer river crosses the east half of section 34, where it takes a turn westerly and follows the line for about 30 chains, after which it turns again in a northeasterly direction. At the crossing, it is seven chains wide ; there is a small island near its west bank. Another small stream, supposed to be Spring creek, enters section 33. It rises in a large muskeg covering sections 32 and 31, and follows the line easterly for a short distance to the north and empties into Red Deer river.

Range 3. There is a large tamarack and spruce muskeg on the first three and a quarter miles, then rolling country, which for a mile is covered with dry and green jack pine. Fir river, a stream 85 links wide and 18 inches deep, is intersected in the eastern part of section 32 ; west of the river the line runs through thick poplar and hazel bush. On section 31 is a large swamp. East of Fir river the country is unfit for settlement, whilst on the west side it may be considered first class.

Range 4 is level country, covered with poplar, alder and willow, interspersed with a few hay swamps. There are some creeks on sections 32 and 31, which flow in a northeasterly direction. The soil ranks first class.

Range 5. The country across this range is rolling, but in other particulars it is much the same as range 4 ; the soil is first class, with the exception of section 33, which is covered by a lake and tamarack muskeg. Greenwood river crosses section 32 ; it is sixty links wide and three feet deep, with sandy bottom.

Range 6. Gently rolling country, covered with poplar and scrub, and occasionally broken by a spruce or hay swamp. Beginning in section 31, the ground rises westerly at an angle of thirty minutes, and the poplar becomes larger and more dense. About one mile south of the base the timber is burnt ; this brule extends westerly and southwesterly. On section 32 is a bluff of spruce suitable for building purposes. The soil ranks first class ; it is a deep loam, with clay subsoil.

Range 7. With the exception of the west half of section 33 and part of the east half of section 32, which are covered by a hay marsh formed by an old beaver dam on

a small creek, this range is heavily timbered with large poplar, mixed with hazel or alder.

The surface of the ground is gently rolling, with a gradual ascent of 15 to 30 minutes towards the west, and is first class soil. Prairie river, a stream sixty links wide and four feet deep, with gravel bottom and slow current, is intersected in the west half of section 32.

Range 8. Is gently rolling or level country, heavily timbered on sections 36, 35, 34 and 33, with black poplar and spruce ; the latter is generally suitable for building purposes, some might even be used for lumber.

On sections 32 and 31, the country becomes lower and is broken by large swamps. Here, the spruce fit for lumbering increases in quantity. A brule in the west part of section 31 forms a small prairie in which the township corner lies. From this corner I turned south and ran the east boundary of townships 40 and 39, and closed my survey on township 38.

Township 40 is covered with poplar bush alternating with large willow swamps. The timber is very large in sections 1 and 12 on both sides of Red Deer river ; the river is crossed in the north half of section 1. Several creeks running south easterly are intersected on this meridian. A good pack trail leading from Nut lake to Red Deer lake is crossed on section 12, and another running north west and branching from the former at a short distance east of the meridian is also intersected on section 13. The soil ranks first class.

Township 39. The north half of section 36 in this township is timbered with large poplar, but the remainder of the township has been cleared by fire. Small bluffs of dry and scattered green poplar and hay marshes are interspersed here and there. Copeau river, a small stream with muddy bottom is intersected in section 13. The soil is first class ; it is a rich clay loam with clay subsoil. This township, as well as township 39, range 8, seems very suitable for immediate settlement, as far as I could judge from the east boundary of range 9.

I also surveyed the east boundary of township 41, range 10 ; it is heavily timbered, rough and hilly, with the exception of the north half of section 25 and section 36 which are open and suitable for settlement. Copeau river meanders across section 25 in a north-easterly direction. Another stream, which may be called the east branch of Copeau river, is intersected in section 13, and empties into the main stream a short distance west of the meridian.

There were no settlers between the 11th and 12th base lines, as far as my survey extended, but judging from the quality of the soil and the fact that the Canadian Northern Railway runs a short distance north of the 12th base line, I do not hesitate to say that this land will be settled before long.

On September 26, I broke camp and proceeded to Fishing lake where I examined a contract survey. This occupied eight days during which time I examined 43 miles of line, after which I continued my journey to Yorkton, and having delivered my outfit to Mr. Reekie, proceeded to Winnipeg where I discharged the balance of my party on October 13.

I have the honour to be, sir,
Your obedient servant.

P. R. A. BELANGER, *D.L.S.*

APPENDIX No. 12 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF A. J. BRABAZON, D.L.S.

RESURVEYS AND RENEWAL OF MARKS NEAR YORKTON.

PORTAGE DU FORT, QUE., March 16, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report on my operations in the field during the past season. Your instructions, dated June 29, 1900, were to renew the survey marks in township 23, ranges 5, 6 and 7, and in township 24, ranges 6 and 7, and also to dispose of certain survey outfits stored at several places between Dauphin and Yorkton.

I left Ottawa on July 16 and arrived in Winnipeg on the 18th, where I bought a stove and some tents. The following morning I left for Dauphin, where I met Messrs. McFadden and Gauvreau. Here I disposed of the outfit stored with Robert Hunt, and on Saturday, the 21st, I left for Swan river, where I sold a horse wintered by O. C. Markham. From this, I went to Loat's farm, where Mr. Hubbell's horses were wintered. After settling with Loat for the wintering of the horses, I left for Minitonas, and disposed of the outfits stored there, and also settled with Mr. Sifton for wintering Mr. J. L. Reid's horses. On the 26th, I left for Pelly and sold an outfit stored with the Hudson Bay Company by Mr. Belleau. I left for Yorkton on the 28th, where I bought my supplies, and after having the outfit put in order, I left for township 23, range 5, on August 1.

I renewed the corners in this township and found that not only the creek, but almost every slough shown on the plan of the original survey had become dry. Mr. Gauvreau, my assistant, who remained with Mr. McFadden when I left Dauphin on July 21, joined me on August 6. Having completed the renewal of the corners here, I proceeded to township 23, range 6, in which I also renewed the marks of the corners, and found the same conditions as mentioned in the above township to prevail with regard to water. I then moved into township 23, range 7, and as many of the corner marks were obliterated, while most of those found were very erroneously located, I resurveyed the township. The only water found here was a slough on the east boundary of section 7, a pond in the south-west quarter of section 21, and a pool in the creek bed near the north-east corner of section 16. I also re-surveyed the greater part of township 24, range 7, as many of the corner marks were obliterated. The creeks and many of the ponds shown on the plan of the original survey of this township were dry. I completed my survey by renewing the corner marks in township 24, range 6. In this township no water was found, so it was necessary to dig for a supply. After several fruitless attempts, good water was struck in the creek bed in section 15, at a depth of less than four feet. The survey of this township was completed on October 26, and after settling some business matters in Yorkton, I left for home on the 31st.

I have the honour to be, sir,
Your obedient servant,

A. J. BRABAZON, *D.L.S.*

APPENDIX No. 13 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. A. BELLEAU, D.L.S.

SURVEYS IN THE THICKWOOD HILLS.

DEPARTMENT OF THE INTERIOR,
OTTAWA, February 28, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of the survey of meridian outlines executed by me during the past season in the Thickwood hills.

In compliance with your instructions, I left Ottawa on April 9 for Prince Albert, where I organized my party. I stopped in Winnipeg one day to get the iron posts required for the survey from the Manitoba Cartage and Warehousing Company. On receipt of your telegram dated April 13, giving me the names of the men appointed on my party, I started for Regina, where I met Messrs. Sweet and Fisher, and proceeded with them to Prince Albert. The hiring of the balance of my party was made without delay; the horses which I required could not be had in the town, so it was some days before I could purchase suitable ones for the work. Harness for the wagons and buckboard had to be made. The iron posts, which were ordered on April 12, only arrived in Prince Albert on the 22nd, thus delaying our departure for several days.

On April 23, my outfit being complete, I started with the party for Aldina, via Green Lake trail, which we followed as far as Carlton crossing, where I was informed by the mail carrier that the trail to Aldina was unfit to travel with loads, the recent heavy rains having rendered it almost impassable, even for a light rig. We, therefore, followed the Green Lake trail as far as Mistowasis, where we arrived on May 2, after eight days of very hard work for each member of the party. On May 3, I explored westerly for a passage through the valley of Snake Plain creek, but it was so wet everywhere, and the water in the creek so high, that we were obliged to seek another way to the Aldina trail. After travelling a few miles in a southerly direction, we found drier country extending westerly, the next day we struck the Aldina trail, which we followed for five miles in a northerly direction, and camped near Mr. Crowe's farm.

After getting all the information I desired as to the nature of the country we had to travel through to reach the initial point of my work, I was asked to complete the meridian between ranges six and seven, about seven and three-quarters miles in length, by the settlers who were living in the vicinity of the Mistowasis Indian reserve and were making improvements without knowing exactly if they were making on the reserve or not. Seeing that this line would pass mostly through open country, and that the survey of it would be to the interest of the department as well as the settlers, I ran the meridian to the intersection of the north-eastern boundary of Petty-quaw-kay Indian reserve.

On May 21 we moved camp in the direction of the 13th base line to survey the meridian outlines of the Doukhobor reserve. The base line in range 7 is very indistinct; the greater part of it runs through a burnt country with many swamps and lakes. It was, therefore, several days before I could locate it by means of a flying

traverse, which I tied to the southeast corner of township 48, range 7. I may say that this work was done under the most unfavourable circumstances, both as regards weather and country. From May 7 to September 8, 124 days in all, we worked 77 days, made 22 moves, covering about 110 miles, in bushy country, and cut about 100 miles of trail. During this period we had 47 days of rain. It will thus be seen that the season in this part of the country was very wet, and, therefore, greatly delayed the work.

Description of Meridians.

Township 48, range 7. From the northeast corner of section 13, going south, the country is rolling and undulating, and broken by tamarack swamps. The timber consists of jack pine and poplar, from six to twelve inches in diameter. There are two lakes on this meridian, one in section 12, and the other in section 1. Snake Plain creek flows through the township in an easterly direction. A wagon trail to Mistowasis crosses the south half of section 13. The soil may be rated as second class.

Township 47, range 7. The east boundary of this township is very much broken by large lakes ; the most important is Lake Royal, which is about three miles and a half long and one mile wide. The water is fresh and contains fine jackfish. The trail to Aldina crosses the meridian about ten chains south of the lake. Sections 13 and 12 are cut off by a large alkali lake. Pet-ty-quaw-ky Indian reserve is intersected on the south half of section 12. This township is rolling and undulating, with scattered bluffs of poplar and spruce, and some hay marshes and sloughs. The soil may be rated first and second class.

Township 48, range 8. This township is very much broken and is hilly, and is heavily timbered with poplar, birch and some spruce. There are many hay marshes and sloughs. Iroquois lake and Lake Carpenter occupy nearly the whole of the six sections of this township. The water in these lakes is fresh, and a great quantity of large pike and jackfish are caught yearly by the Indians. A large creek, 15 to 25 links wide, crosses the north part of the township, and flows into Iroquois lake on the north side. Snake Plain creek is the outlet of the lake, and crosses the meridian near the northeast corner of section 13. The soil may be rated second class.

Township 47, range 8. This township is rough and rolling, and heavily timbered with poplar, white birch and spruce, suitable for building purposes. Lakes and hay sloughs are numerous. The tier of quarter sections adjoining the correction line is more open, and scattered with scrub. The east boundary of the township runs through a rolling country, with scattered bluffs of small poplar and willows. The soil may be rated first and second class.

Township 48, range 9. This township is rolling and broken country, and heavily timbered with black and white poplar ; white birch and spruce of good size are found in bluffs. There are a few large lakes near the south and west boundaries. A creek of good size flows from west to east through the township and crosses the meridian near the centre of section 13. There are also numerous hay marshes and small lakes. The hay in the sloughs is of the best quality, being all blue joint and red top. The soil is good, and may be rated first class.

Township 47, range 9. This township is very much of the same nature as the one to the north of it, being well timbered with good-sized poplar, white birch and spruce suitable for building and fencing purposes. The heavy bush seems to end in the centre of section 12 on the east side, and the north boundary of section 7 on the west side. The southern portion of the township is undulating with scattered willow scrub. There is a large lake in the centre of the south boundary of the township known as Little Sandy lake. There are also smaller lakes and many hay sloughs scattered here and there. The soil is generally good, and ranks first and second class.

Township 48, range 10. This township is thickly wooded with large poplar and heavy undergrowth ; there is some good-sized spruce and tamarack in the large mus-

kegs suitable for building purposes. The surface is rolling and much broken by ravines. It is well watered by many creeks and small lakes. Along the west boundary there are large burnt tamarac muskegs, nearly open. The subsoil is not so deep as it is in the other townships, and in many places is very stony. The soil may be rated as second and third class.

Township 47, range 10. The northeast half of this township is timbered with black and white poplar and some white birch. The southwest half is open and rolling, with scattered bluffs of low scrub. Large hay marshes and small lakes are numerous. Two old cart trails pass through the township and join the Aldina trail. The soil rates first class.

Township 48, range 11. This township is similar to those on the east situated in the Thickwood hills. It is well timbered with poplar and some birch. Large tamarack muskegs and numerous sloughs are met with. The country becomes level as we approach the south boundary ; the bush is not so dense and of smaller diameter. The soil is generally first class, being black loam with clay subsoil.

Township 47, range 11. This township is nearly all open rolling country, interspersed with small bluffs of young poplar and scrub. Hay marshes, lakes and sloughs are numerous. A waggon road from Meeting lake to Carrot river crosses the southeast of section 13 ; it joins the Duck lake trail about two miles to a southwesterly direction. The soil may be rated first and second class.

Whilst the meridian exterior of township 47, range 8, was being measured, I ran the north boundary of township 46, range 7, which was necessary to complete the survey of the township. This line is about two and three-quarter miles long, and closes on the west boundary of Pot-to-quay-kay Indian reserve. At the end of every meridian outline the jog was surveyed and properly connected with the meridians run north from the 12th base line.

On September 7, having completed the survey covered by the first part of my instructions, I put the party in charge of my assistant to make the necessary repairs to waggons, harness, &c., before starting for the 16th base line on the 4th meridian, and I proceeded to Duck lake to purchase supplies and feed for the horses. In compliance with my instructions, which were confirmed by your letter of July 26, I proceeded to Onion lake, where I intended to establish my headquarters. I arrived there on September 25, having been greatly delayed by heavy rains and muddy roads. After getting the necessary information as to the best means of reaching the 16th base line, and being satisfied that the time allowed me to go there and return to Prince Albert would not enable me to do work of any consequence, I communicated the fact, and asked for instructions. The next day I received instructions from you to return by way of Prince Albert, and to examine two contract surveys.

On the 27th we started from Onion lake, and on October 1 pitched our camp near the north boundary of township 46, range 10, where I began the examination of one of the contracts. The examination of the two contracts occupied ten days ; the result was communicated to you in a separate report, accompanied by sketches.

We reached Prince Albert on October 14, and on the following day the party was discharged. In accordance with your telegram of October 18, I sold the waggon and horses by auction on the 18th. The proceeds of the sale were very satisfactory.

I left Prince Albert on the 20th, and arrived in Ottawa on October 25.

I have the honour to be, Sir,

Your obedient servant,

J. A. BELLEAU, *D.L.S.*

APPENDIX No. 14 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF LOUIS E. FONTAINE, D.L.S.

SURVEYS NORTH OF ONION LAKE, SASKATCHEWAN.

LEVIS, January 22, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit to you the following report on the survey of part of the fourth meridian, and certain block outlines west of the meridian, all of which was made in conformity with your instructions, dated March 14 last.

On receipt of the instructions, I reported at your office in order to obtain the necessary data, in connection with the work I was called upon to perform, and after due preparation, I left Ottawa for Edmonton on April 5, in company with Mr. A. Michaud, P.L.S., who was appointed as my assistant. On the evening of the 12th, I arrived at Edmonton where I stopped for a fortnight to engage men, purchase supplies and complete my outfit. On the 27th, I left Edmonton for Onion lake, following the south shore road of the Saskatchewan river. The recent heavy rains had rendered the trail so soft that the wagons were often mired and we were frequently obliged to double the teams on a load. The streams were carrying water with full banks. The floods had in two places carried off the bridges, necessitating the building of rafts so as to enable us to continue our journey. With these difficulties to contend against, the progress was slow and delayed us somewhat in reaching the starting point of the summer's operations.

On my arrival at Onion lake, I immediately set to work training the chainmen and mounders as to their duties, and ran trial lines from the Indian reserve corner post in order to locate the fourth meridian. On the conclusion of these preliminaries, I proceeded as follows with the operations :—

I reopened, reposted and remounded that portion of the fourth meridian lying between the 15th correction and the 15th base lines.

Starting from the 15th base line, I produced the fourth meridian northerly, a distance of thirty-eight and a half miles to the shores of Cold lake in section 13, township 63. As the lake is too wide to admit of the meridian being produced across it, I decided to open certain township outlines around it, and in this way reach the 17th base line. Proceeding thus, the lines surveyed were as follows :—The south boundary of township 63, ranges 1 and 2 ; the east boundary of township 63, range 2 to the intersection of the shores of Cold lake ; the east boundary of township 63, range 3 ; the north boundary of township 63, range 2 to the shores of Cold lake ; and the east boundary of township 64, range 3, to the 17th base line.

From the north-east corner of township 64, range 3, west of the fourth meridian, I surveyed the base line easterly across the north boundary of township 64, range 2, as far as the shores of Cold lake, and westerly across ranges 3 and 4. I then surveyed the east boundary of townships 63 and 64, range 5, to the 16th correction line.

In accordance with subsequent instructions received, I stopped work at the 16th correction line and started for Edmonton, where I arrived on October 16. I paid off my men, settled the survey accounts and made arrangements for the storage of my outfit, and then continued my journey home, where I arrived on November 5.

Having given a brief account of the season's work, I will now endeavour to give a description of the country covered by the survey.

Fourth Meridian.

Township 55. The first four miles of the east boundary of this township crosses a rolling country, more or less covered with willow scrub together with scattered bluffs of second growth poplar interspersed with clumps of spruce. The remainder of the boundary is heavily timbered with poplar, birch and spruce. The soil is second and third class.

Townships 56, 57, 58, 59, 60 and 61. The country crossed by the east boundary of these townships is generally rolling and densely timbered with spruce, poplar, cypress and tamarack of small diameter and thick underbrush. There are numerous lakes, swamps and marshes of various sizes on the line. Beaver river, flowing eastward, is intersected on the south-east quarter of section 13, township 61. This stream is two chains wide, six feet deep, with a current of two and one-half to three miles an hour. Its general direction is west, north-west. The soil on this boundary is third class.

Township 62. The east boundary of this township for a distance of two miles crosses a rolling burnt country covered with a second growth of poplar and willows, then for three miles it passes a series of swamps and floating bogs extending a distance of about four miles on each side of the line as witnessed at a bird's-eye view from an adjacent height. The remainder of the line crosses the south side of the height which surrounds Cold lake.

Township 63. The part of the east boundary of this township that was surveyed comprises sections 1, 12 and the half of 13. The surface is a gradual slope towards Cold lake. The timber is heavy, poplar and spruce of twenty-six inches in diameter are in large quantities. The soil is third class. The shores of Cold lake are intersected in the north-east half of section 13. It is the largest body of water in this region, its dimensions being about twenty miles long by eight miles wide; it has numerous bays and is surrounded at a distance of two miles from its shores by heights of about 200 feet which slope gradually to the water. Two chains from the shore line the water is two feet in depth.

The above description, it must be understood, only applies to the country in the immediate neighbourhood of the survey operations; it would be quite different in some other parts, especially five or six miles west of the line, where good agricultural land is to be found.

16th Correction Line.

Township 63, range 1. Running westward across range 1, the south boundary of this township crosses the western heights surrounding Cold lake for a distance of one mile, and then enters an undulating country covered with windfalls of burnt timber and a second growth of poplar and willow scrub up to section 6, which is partly open prairie with scattered islets of poplar. The soil is second and third class, except on section 6 where it is a rich loam fifteen inches in depth on a clay subsoil.

Range 2. The line across this range runs for a distance of one mile through islets of poplar; it then crosses an undulating burnt country covered with windfalls of burnt timber and a second growth of poplar and cypress. On the east half of section 1, the trail from Cold lake to 'Mission de St. Raphael du lac Froid' is intersected. The soil is third class, except on section 1 where it is of a superior quality.

Meridian Extensions.

Township 63, range 2. The east boundary of this township comprises sections 1, 12, 13, and a part of section 24 as far as the shore line of Cold lake. It crosses a rolling and partly open area in section 1; the remainder of the line runs over a broken surface which has been visited by fire, and is now covered with a second growth of poplar and willow scrub. The trail from Cold lake to 'Mission de St. Raphael du lac Froid' is intersected on sections 1 and 24. The soil is second and third class.

Township 63, range 3. Running northerly the first two miles of the east boundary of this range crosses an undulating country covered with cypress, the line then enters swampy lands extending about three miles, after which it passes through islets of poplar interspersed with small patches of prairie covered with scrub. Bear river crosses the north half of section 1 in a westerly direction. It is seventy-five links wide and three feet deep, with a slow current. The land is third and fourth class.

Township 64, range 3. This meridian passes over a rolling and burnt country covered with windfalls of burnt timber and a second growth of poplar mixed with willow scrub. Bear river crosses the north half of section 1 in an easterly direction. The soil is third class.

Township 64, range 5. Running southerly, the east boundary of this range in the first three and one-half miles crosses a rolling country covered with poplar, birch, spruce and cypress ; it then traverses a lake one mile in width after which it runs over a small ridge to a scrubby swamp one mile long and entirely unfit for anything. Jackfish river crosses the north half of section 36 in a south-westerly direction. The soil is third class.

Township 63, range 5. This meridian crosses a rolling and burnt country covered with a second growth of poplar and willow scrub. On section 24, the line traverses a lake half a mile in width and extending on each side of the meridian a distance of about three and one-half miles. Beaver river crosses the south half of section 1 in an easterly direction. The land is third class.

Parallel.

Township 63, range 2. Running east across this range, the north boundary of the township crosses a gently rolling burnt country overgrown with scrub and second growth of poplar. Bear river crosses the west half of section 32 in a southerly direction. The shores of Cold lake are intersected on the west half of section 35. The soil is second and third class.

17th Base Line.

Range 2. Running eastward across part of range 2, the 17th base passes over a rolling burnt surface covered with a second growth of poplar and scrub. The shore line of Cold lake intersects the base on the east half of section 34. The soil is second and third class.

Ranges 3 and 4. Running westward across these ranges the base line passes over a rolling country covered with poplar, birch and spruce. Lakes are crossed on section 31, range 3, and on sections 35 and 36, range 4. Jackfish river crosses the line on the west half of section 32, range 4, in a southerly direction ; it is fifty links wide and three feet deep. The land is third class.

General Remarks.

The waters of the numerous lakes and streams in this locality are of a greenish tint, clear, soft and pleasant to the taste. They are well stocked with whitefish and pike, and are also the abode of flocks of ducks, gulls, and wild geese.

The swamp lands are mostly floating bogs, and in some cases cover an extended area.

In the course of my season's work, covering a large area of bush land, the only timber I found worth mentioning is a strip on the heights adjacent to the south shore of Cold lake. Some good spruce may be obtained in different places, but in my opinion, not in sufficient quantity to warrant being reserved as timber berths. Eight miles in a southerly direction from the southeast corner of township 63, range 2, the nucleus of what may become an important settlement is to be found ; it is

called 'Mission de St. Raphael du lac Froid.' There is a Roman Catholic church, a school house, and several other buildings owned by Chippewyan Indians. This locality, I understand, is well situated, and adapted for ranching and agricultural purposes.

Three fairly good trails converge at this point : the first from Onion lake via Frog lake, the second from St. Paul de Metis, and the third crosses Beaver river and follows the south and west shores of Cold lake as far as Bear lake pack trail.

Several difficulties had to be contended with in carrying on the surveys, owing to the wooded nature of the country. I had to dispense with wagons and use pack horses; the excess of water on account of the prevailing heavy rains throughout the season, filled every depression of the ground, and all hands were frequently obliged to be in the water, waist deep, from morning until night ; the softness of the ground in some places prevented us from keeping the camp outfit up to the work ; and the mosquitos, black flies and myriads of other insects, rendered it very unpleasant for man and beast.

Notwithstanding these difficulties, I may state that during the season, one hundred and ten miles of outlines were surveyed, twelve miles of which consisted of reopening, reposting and remounding marks of a previous survey.

I have the honour to be, sir,

Your obedient servant,

LOUIS E. FONTAINE, *D.L.S.*

APPENDIX No. 15 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF W. F. O'HARA, D.L.S.

SURVEYS IN NORTHERN ALBERTA.

CHATHAM, Ont., January 11, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—In pursuance with your instructions, dated March 13 last, to survey certain meridian outlines west of the fifth meridian, I proceeded to Calgary, where I organized my party and purchased my outfit and supplies. From thence I proceeded to the northeast corner of township 41, range 2, west of the said meridian, where I commenced my survey. I surveyed the following township outlines in the order given :—

East boundary of township	42,	range	2.			
"	"	41	and	42,	range	3
"	"	44	"	43	"	2
"	"	44	"	43	"	3
"	"	44	"	43	"	4
"	"	44	"	43	"	5
"	"	41	"	42	"	4
"	"	40	"	39	"	4
"	"	40	"	39	"	5
"	"	38			"	4
"	"	40			"	6

The work was carefully performed, and strictly in accordance with the provisions of the manual of survey. The plans and field notes will show the topography and timber of the country. Generally speaking, the country is rolling and hilly, with the exception of the Blindman and Medicine river valleys, which afford the best land for agricultural pursuits. The timber consists chiefly of poplar, but pine, spruce and tamarac are found in limited quantities in isolated positions where protection is afforded from prairie and forest fires.

The soil is exceedingly rich and fertile, being composed principally of black and clay loam, with a clay subsoil. In a few localities peat is present, the depth of which could not be ascertained from the pits which mark the survey, they being only eighteen inches deep. Sandy loam was also found occasionally throughout the work.

The climate is very changeable, and at present unfit for the production of cereals. The country was visited by snow and frosts every month in the year, with the exception of the month of July. However, I am inclined to believe a change will occur with the opening of the country. After a few hundred thousand acres are broken and exposed to the sun's rays, the ground will absorb infinitely more heat than it does in its present condition. This will be due to its being intensely black and also to the rarity of the atmosphere at these altitudes, which vary from 2,400 to 2,600

feet above the sea level. Rain or hail fell in very large quantities during the course of the summer, having fallen in all about 100 days. The range of the thermometer was from 30° to 75° during the summer months.

The country is very wet, but can be easily drained, as the fall in various directions is considerable; this is indicated by the rapid currents of the numerous streams. The best mode of procedure towards development would be to enlarge the natural water courses and excavate lateral drains along the road allowances and grade the excavated earth thereon.

The region is well adapted for mixed farming and stock raising. The only difficulty with cattle would be, their having to contend with myriads of black flies, horse flies and mosquitos.

The streams afford a great many excellent mill sites, which can be chosen by any one wishing to engage in the milling business. In conclusion, I might say this part of Alberta is difficult to surpass anywhere in the North-west, notwithstanding the difficulties and hardships that at present confront the early settler.

I have the honour to be, sir,

Your obedient servant,

W. F. O'HARA, *D.L.S.*

APPENDIX No. 16 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. E. WOODS, D.L.S.

SURVEYS IN SOUTHERN ALBERTA.

Ottawa, March 27, 1901.

E. Deville, Esq.,
Surveyor General,
Ottawa.

Sir,—I have the honour to submit to you the following report on my operations during the season of 1900.

I left Ottawa for Calgary on April 7 for the purpose of making the surveys required in southern Alberta. Before organizing my party for the season, I went to township 27, range 20, west of the fourth meridian, with three men, to survey a homestead on the Rosebud river. The valley of the river contains a few flats from five to fifteen chains wide, flanked on each side by high banks sloping back over a mile ; they are cut up by a network of deep ravines with almost perpendicular sides. There is little to attract settlers in this district, and as a consequence, it is sparsely settled. The climate seems rather dry for the cultivation of cereals, and hay land is scarce for ranching purposes. However, the pasture is abundant and of fine quality : there is also splendid shelter for stock against the winter storms.

I returned to Calgary on the 20th, after a drive of one hundred and forty miles, and at once organized my party, purchased supplies and prepared my outfit for the season's work. I did not leave for the south till the 27th, being delayed by two days of heavy rain ; the roads were soft and muddy, and were not improved by a fall of three inches of wet snow the first day out. Two days later, the mud had dried up and we made good progress. On May 5, I reached the second base line, where I commenced the season's operations, having come two hundred miles from Calgary.

I surveyed the township outlines forming the east boundary of townships 2 and 3, ranges 19, 18, 17 and 16, west of the fourth meridian ; the country embraced within the outlines is a high rolling prairie lying to the north-east of Milk river ridge. The soil is generally a sandy loam with clay subsoil, very stony in spots, and is dry and hard, indicating a small rainfall. This district will not be suitable for farming until irrigated. It is, however, one of the best ranching districts in the west. As all the townships I outlined have since been subdivided, a detailed description of the country will be found in the subdivider's report.

On May 28, I commenced the subdivision of township 3, range 23, eighty-five miles from where I completed the township outlines. This township is in the Milk river ridge ; it is rough and hilly with long sloping ridges and valleys. It is well watered by several brooks fed by numerous springs. Judging from the heavy growth of grass, and the quantity of water in the brooks, there is sufficient rainfall for agricultural purposes. The soil is a rich black loam over eighteen inches deep in places, with a subsoil of loose clay. It is well adapted for mixed farming ; the valleys contain sufficient level land for cultivation, whilst the ridges afford splendid grazing, and there is good shelter for stock.

Township 1, range 23, which I next subdivided, is for the greater part situated in the Milk river ridge. It is a high, hilly prairie, broken by deep ravines and large valleys ; the north-west part is situated at the foot of the ridge, and contains several

sections of good land already taken up by settlers. The Milk river, a swift stream of good spring water and half a chain wide, runs through the south-east part in a deep valley from which the ground rises rapidly to the north-west and to the south-east. The south-east corner of the township is at an altitude of 4,595 feet above sea level, and 458 feet above the river. Most of the river bottom could be irrigated at small expense by diverting the river. With the exception of a few sections on the west side, the township is only fit for grazing purposes.

Township 1, range 22, is also high, rolling prairie, intersected by several valleys with long, sloping banks. The soil is a sandy loam with clay subsoil, very stony in places, and although it is very dry, it is covered with a heavy growth of bunch grass. The Milk river runs through sections 20, 29, 33 and 36; the valley is a flat from ten to fifteen chains wide, which can easily be irrigated.

My next work was in township 1, range 28, fifty-five miles farther. I only surveyed section 36 to accommodate two settlers who had located here. The remainder of the township seems unfit for immediate settlement.

Another move of twenty-five miles brought me to township 3, range 29, where I subdivided fifteen sections along the east and north boundaries, and which comprises about all the land fit for settlement. The eastern part is rolling prairie with patches of scrub; it lies along the western slope of the valley of Waterton river.

The northern part is undulating prairie with patches of scrub, which become denser and denser towards the south-west. The few settlers located here follow ranching for a livelihood; some cultivation has been successfully conducted in the valley of the river.

A further drive of forty miles brought me to township 6, range 2, west of the fifth meridian, where I completed the traverse of Old-man river and ran the east boundary of section 23. On August 6, I reached township 6, range 3, fifteen miles farther, where I commenced extending the section lines through Crow Nest pass.

The departure of four men, who were unable to cut the heavy timber on the lines, left my party badly crippled. As it would have been a loss of time to attempt to run lines with the remainder of the party, I instructed my assistant to make a traverse of the Crow Nest river, whilst I went to Banff with one man to traverse a part of the Vermillion lakes and Forty-mile creek. It rained most of the time I was there, and I had not completed the survey when I was obliged to return to the Crow Nest pass as my assistant had secured men to complete the party.

The roughness of the country rendered it impossible to extend the subdivision by the usual method. I, therefore, surveyed the section and quarter-section lines wherever practicable along the valley of the Crow Nest river, and connected the lines with one another as far as the continental divide. Where it was impossible to run a straight line, I established the position of section corners by a traverse. All the lines were checked by a traverse of the railway, calculated by latitudes and departures.

I extended the traverse of the Crow Nest river from section 10, township 7, range 3, to the east boundary of section 4, township 8, range 4; the time at my disposal did not allow me to continue the traverse any farther.

In township 7, range 3, the valley is wide and rises to the north and south in broken slopes and benches, timbered with spruce and fir on the south side, and with patches of willows and bluffs of poplar on the north side. On section 36, township 7, range 4, the bases of Bluff and Turtle mountains come within a few chains of each other, and for a quarter of a mile the pass is not over five chains wide; it then widens out, and for six or seven miles forms a valley consisting of benches rising gradually one above the other up to the mountains. The southern slopes are all timbered with pine, fir and spruce. The northern slopes are prairie, with groves of large fir trees and small bluffs of poplar, giving the country the appearance of a park. On the west side of section 7, township 8, range 4, the pass is again closed by two mountains, each sending out high spurs that come within two chains of one another. In range 5, the pass widens out again as far as Crow Nest lake, and has

the same appearance as in range 4. The lake extends across sections 8 and 9, between two high mountains rising from the water's edge with almost perpendicular walls.

A comparatively level piece of ground half a mile wide, well timbered with large spruce and fir, extends between Crow Nest lake and Goose lake. At the western end of Goose lake the pass turns suddenly to the north, and a quarter of a mile farther, at an altitude of 4,225 feet above sea level, is the continental divide forming the boundary between the district of Alberta on the east, and the province of British Columbia on the west.

Large deposits of coal have recently been discovered in the pass, and several parties have begun developing operations. The prospects of this district becoming an important coal mining region are very promising.

A good wagon trail follows the valley of the river through the pass as far as the lake, where it turns north, and passing around a high mountain, crosses into British Columbia by a pass 1,000 feet higher than the lake.

A large saw mill on section 3, township 8, range 4, supplies all the lumber required by the settlers.

The Crow Nest Branch of the Canadian Pacific Railway, constructed through the pass a few years ago, is an indispensable factor in the development of the resources of the country.

I was much annoyed and delayed whilst making the survey through the pass by men getting intoxicated ; liquor was easily obtained along the railway, and men were independent, as work was plentiful elsewhere. I was thus unable to survey the lines required to locate the lands of the British American Coal Company.

On September 28 I left the summit to inspect contract No. 6 along the Alberta Railway ; for the next seven days it snowed almost continually, and at one time there was over two feet of snow on the ground, so that travelling with wagons was impracticable. On September 8, the snow had sufficiently disappeared to allow us to proceed. On the 13th, after a drive of 150 miles, I reached the second base line and commenced the inspection of several townships. On the 20th, I left for Lethbridge, passing by McCarty's ranch, where I made arrangements for storing the outfit and wintering the horses. On this last drive we covered 75 miles.

During the season I travelled 750 miles between the different parts of my work. As I had good horses, sufficient transport and good roads, I spent comparatively only a short time travelling.

I have the honour to be, sir,

Your obedient servant,

J. E. WOODS, *D.L.S.*

SESSIONAL PAPER No. 25

APPENDIX No. 17 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF ALBERT C. TALBOT, D.L.S.

SURVEYS IN NORTHERN ALBERTA.

OTTAWA, February 12, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of my field operations during the past season, in the northern part of Alberta.

In pursuance of your instructions, dated March 28, I left Ottawa on April 10 and arrived at Edmonton on the evening of the 16th, having in the meantime been delayed a short time at Calgary on business.

I was unable to procure any labourers at Edmonton within the week after my arrival, as several parties going north were being organized, and in order to secure a sufficient number of men high wages were offered. I drove to St. Albert on the 18th, and made an unsuccessful effort to buy horses and hire men there. The following day I went to Wataskiwin by train and succeeded in hiring two men, whom I sent to Bittern lake to bring my transport outfit and camp equipage to Edmonton.

On the 23rd, I left for Fort Saskatchewan to make the survey of part of the mounted police reserve, as required by your instructions; upon the completion of this work, I returned to Edmonton on Saturday, the 28th, having been delayed for two days by heavy rains.

Between April 30 and May 3, I engaged the necessary labourers, bought two horses and completed my equipment, and on the 4th I left for the field of my operations. The roads were in an unusually bad condition, owing to the exceptionally wet season of 1899 and the heavy snow fall of the succeeding winter. We travelled thirteen miles only the first day, and it was a very heavy day's work for both men and horses; we were obliged in many places to double the teams on each wagon, and three or four times had to unload, though I had taken the precaution to hire an extra wagon and team in order to lighten the loads. The second day, we travelled on higher ground, where the roads were in much better condition, and we covered about 21 miles with less trouble than we experienced the previous day. We camped at night on the west side of township 52, range 1, west of the fifth meridian, and I decided to begin work in township 52, range 2, before moving camp any farther. We spent Monday, May 7, searching without success for the outlines of the township; the country having been partly burnt and the lines overgrown with brush, and the posts either rotted or burnt, it was impossible to locate any of the marks of the corners. The next day, I secured the services of one of the settlers to show me where the east outline crossed the Edmonton trail, and started work from this point.

As it was impossible to travel through township 52, range 2, even with pack horses, I surveyed the south half only from our camp on the Edmonton trail and left the remainder of the township to be surveyed in the fall. On June 18, I moved camp to Wabamun creek in township 52, range 3, and surveyed that portion of the township south of the Indian reserve, also re-established the south parallel, and inspected and re-marked the meridian exteriors.

On July 5, I moved camp across the Indian reserve to township 53, range 3, and completed the subdivision of the township, five sections having been previously surveyed. As it was now August 11, I thought it was too late in the season to begin work in a township farther west, especially as there was no immediate necessity for surveys in that direction, and, therefore, decided to take my camp to the north part of township 52, range 2, and complete the subdivision of this township.

In order to reach the work, I had to go around by the Edmonton trail as far as the centre of range 1, and from there westerly, thus covering a distance of thirty miles which necessitated three days of hard travelling, because of the bad condition of the trails and heavy rain during one of the days. From August 16 to September 8, I was engaged completing the subdivision of this township, having been much delayed by stormy weather and a fall of snow on August 25.

On September 10, I moved camp to township 53, range 1, as I had been told some farmers had squatted there ; I found that three or four had made some improvements in sections 4, 6 and 8. From September 11 to October 6, I surveyed only twenty miles in this township, having been much delayed by stormy weather ; there was a fall of sixteen inches of snow on September 24, followed by more snow during the early days of October. I stopped work for the season in this township.

Most of the country I had instructions to survey is covered with bush, or brule, with a second growth and the dead timber standing in places. There are small open tracts, but these are not large enough to be of much advantage for immediate settlement.

Description of Townships.

Township 52, range 2. The soil in this township is second class, being light and sandy, except in a few sections on the south and west sides of the township, where it is a clay loam or a black loam on a clay subsoil. Up to a few years ago, nearly the whole township was covered with a dense growth of poplar, cottonwood, birch, gray willows, and clumps of spruce trees. Fires have since overrun upwards of one-half of the township ; as most of the dead timber remains standing and the burnt area is covered with a second growth of young poplar and willows, the land is, therefore, not suitable for immediate settlement. The timber which has escaped the fire is generally sound, good size, and suitable for building purposes. The country is hilly and cut by numerous lakes, swamps, and chains of small hay marshes. On sections 6 and 24, there are small prairie openings, where squatters have made some improvements.

Township 52, range 3. Only two tiers of sections were surveyed on the south side of this township, as the remainder of the township forms part of 'Alexis Stony Indian Reserve.' The soil is second class, being a clay loam mixed with sand in many places. The country is generally very hilly, but from the east line of the township to Wabamun creek, which crosses the subdivided area near the centre of the range, it is open prairie, with scrub and scattered bluffs of green poplar. West of the creek it is brule and green brush, with intervening belts of mixed green poplar, cottonwood, birch and spruce. The best of the spruce timber has been cut for the Edmonton market. Whilst I was in the township, six or seven farmers began making improvements on sections 2, 3 and 12. The Edmonton trail crosses the southeast corner of the township, and a trail to Wabamun lake and Lake St. Ann branches from it in section 2.

Township 53, range 1. Sections 5 and 6, and part of sections 4, 7 and 8, have of late years been overrun by fires and, except for a few prairie openings, are now covered with poplar brush and willow scrub. The remainder of the surveyed portion is covered with a dense growth of poplar, cottonwood, birch, gray willows and spruce, with heavy underbrush. Timber of good size may be obtained in sufficient quantities for building purposes, and in many places there are belts of young timber suitable for fence rails. The country is in general very hilly, and the soil is second

class, being a good sandy loam, except near the southwest corner of the township, where it is light sand.

Township 53, range 3. The south half of this township is rolling and hilly, and the soil is second class. Rather more than a half of this portion of the township has within recent years been overrun by fires, leaving belts of green timber. The burnt portion is now partly covered with green poplar brush and scrub. On the south and west sides of the township there are a few prairie openings, and the country is generally more open. The north part of the township is low and wet, and mostly covered with swamps, muskegs and floating bogs, but near the north boundary the ground is higher, and a belt of green poplar, cottonwood and spruce runs across sections 33, 34, 35 and 36. The soil in this portion is either third or fourth class. Some quarter-sections sufficiently open for immediate settlement may be obtained on the west side of the township and along a creek running in a south-easterly direction from section 17 to section 2. The wagon trail from Lake St. Ann to the Indian reserve in township 52, range 3, crosses the southwest corner of the township.

During the season I surveyed 118 miles of new lines, re-established 10 miles, and reopened and re-marked 22 miles, making in all 150 miles. The season was an exceptionally wet one; between the time of our departure from Edmonton and our return there were twenty-five week days on which we had rain or snow, and in consequence of this the work was much retarded. In addition to the loss of time caused by bad weather, fourteen days and a half were occupied in travelling and moving camp, so that after deducting Sundays and holidays there only remained ninety-five days actually spent on the survey, of which twenty-four were showery. Owing to the thick bush and heavy underbrush, it was very tedious work opening the lines near some of the lakes and across the many swamps, in which the men were obliged to work in water from three to twenty inches deep. Very often some of my men were laid up with coughs, colds or fever, contracted through having to work so much in water, and because of the frequent cold showers on very warm days. It was difficult to secure good axemen, especially during harvest time, as the farmers were offering good labourers $40 to $45 per month.

On October 8, we left for Edmonton, where we arrived after two days of very hard travelling over a distance of thirty miles, the roads being in even worse condition than in the spring. On the 10th, I paid off all the labourers but two; these were required to take care of the horses and to assist in packing the transport and camp outfit. On the 12th, I delivered the horses and transport outfit to Mr. Carruthers, and discharged the remaining two labourers.

I left Edmonton for Ottawa on October 13, and reported at your office on the 21st, having taken a vacation of three days on my way home.

I have the honour to be, sir,

Your obedient servant,

ALBERT CHAS. TALBOT, *D.L.S.*

APPENDIX No. 18 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. K. McLEAN, D.L.S.

SURVEYS IN NORTHERN ALBERTA.

ELORA, ONT., March 22, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of the surveys performed by me during the past season under your instructions, dated April 10, 1900.

My work consisted of a resurvey of townships 57, ranges 22, 23, 24, 25, 26, west of the fourth meridian ; the east boundary of townships 58, ranges 22 and 23, and I also surveyed part of township 58, range 18. I arrived at Edmonton on the evening of April 24. As my outfit was in bad repair, I did not send for my horses until May 1, but spent the week in making repairs and new tents. My horses came in on May 2, most of them had been sick with lung fever, and as the roads were very bad, I decided to feed them with hay and oats at Edmonton until the following Monday. I then started for township 57, range 26, the road to range 22 being reported in an almost impassable condition. I reached there the following Wednesday, and commenced operations next day.

Township 57, range 26. This is a fairly good township ; there are some settlers about Manawan lake and along the southerly part. A German settler on section 6 would not believe that a former survey of the township had been made, and stated that a short time before my arrival, a number of settlers had moved out as they were unable to find the lines or posts. A great portion of the township can be made into good farms. It is likely that an extension of the German settlement from the south will soon take place.

Township 57, range 25. There are a number of settlers in this township. A church has been built, and a post office established in the north-east portion. Nearly the whole of the township, while not first class, will make fairly good land for settlement. The greater part of the timber has been burnt.

Township 57, range 24. The most southerly row of sections and the row along the east boundary are of poor quality ; the remainder, with few exceptions, are good. There is a large number of settlers in this township, and all seem well satisfied. The timber has generally disappeared, although enough remains for fuel or small buildings.

Township 57, range 23. The trail from Athabasca landing to Edmonton runs through this township. Small areas of good land are found along the trail in sections 2 and 3, and part of sections 10 and 32. The remainder of the township is sandy with swamps. A very large muskeg extends across sections 23, 24, and 25 to 28.

Lostpoint lake is at the south-east corner of the township, but is almost entirely in the townships to the south. There is some good hay around the lake. The timber has nearly all been burnt.

Township 57, range 22. A very small area of this township, near the north-east corner, can be used for farming ; the remainder is very sandy with many marshes and muskegs. The timber has been nearly all burnt ; poplar and willow scrub with small rough jack pine is all that is now found.

The east boundary of township 58, range 23, runs through a very poor sand country and large swamps ; the timber is also very poor.

The east boundary of township 58, range 22, also runs through a poor country. Redwater river crosses the south end of this line; it was about forty links wide and ten feet deep at this point last season. Some good hay land extends along this stream, and a small ranch could easily be established without much disturbance from settlers. The timber along this line is poor and partially burnt, but improves somewhat in size at the correction line.

After completing the survey of township 57, range 22, I proceeded to township 58, range 18, by way of the Victoria trail. The country along the trail is now fairly well settled up to the crossing of the Redwater river. Settlers are also found as soon as the sandy country east of the creek is crossed. The country along the trail for some distance before reaching the Indian reserve also looks well.

Township 58, range 18. A small portion only of this township north of the Lobstick settlement was surveyed. The country, when I was there, was exceedingly wet, so that a fair estimate could not be made. The soil, however, appeared good and if dry, would make good land for farming purposes.

From here I proceeded to Edmonton, arriving there on the morning of October 12, and left on the following day for home.

I have the honour to be, sir

Your obedient servant,

J. K. McLEAN, *D.L.S.*

APPENDIX No. 19 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF C. C. DUBERGER, D.L.S.

SURVEYS IN BEAVER HILLS, NORTHERN ALBERTA.

Waterloo, Que., November 9, 1900.

E. Deville, Esq.,
Surveyor General,
Ottawa.

Sir,—I have the honour to submit the following report of my field operations during the past season. In accordance with your instructions, dated April 4 last, I was engaged upon the subdivision of townships and renewal of corners in the Beaver hills.

In order to avoid delay at Edmonton awaiting iron posts, I wrote to the Manitoba Cartage and Warehousing Company, Winnipeg, on April 13, asking them to forward 150 small iron posts and eight large ones.

On the night of April 30, I arrived at Edmonton, and was employed until May 7 purchasing horses and carts, engaging men and getting my survey outfit ready; the following afternoon I went under canvas about two miles and a half east of Edmonton, and awaited the arrival of two members of my party.

I started for the Beaver hills on the 12th, and followed for a few miles a road running east and two miles south of the 14th base line, after which I travelled two miles north to the highway along the base line. From here the highway runs true east for several miles, after which its general direction is east southeast to Beaver lake. It was opened in 1898 to meet the requirements of the Beaver lake settlement, but as it crosses so many marshes and bogs, it has been abandoned, except as to the western portion. The Beaver lake settlers in going to Edmonton prefer using the old trails around the Beaver hills and passing by Fort Saskatchewan, although longer than the direct but almost impassable highway. However, I followed the highway as far as township 52, range 19, west of the 4th meridian, where I had to leave it in order to reach the 14th base in the same range, at which point I commenced work by renewing the markings of the corners. It was May 19 before I reached my destination; the greater number of the soft places had to be paved with boughs, which caused delays of fifteen minutes to four hours, and from the trail to the 14th base the way had to be cleared and a bridge across Norris creek had to be built.

Surveying in the north-eastern part of the Beaver hills is generally very difficult; owing to marshes, bogs and lakes surrounded by thick green bush or half burnt and heavily entangled timber, we were obliged to wade through water to the knees, often to the waist, rather than make our way through the obstacles on dry land. With the exception of the eastern and northeastern parts of townships 53 and 54, range 19, we worked in this class of country until the beginning of September.

As it was impossible to keep the main camp close to the work without great loss of time, and in order to avoid long walks to and from camp, I was obliged to resort to what is termed the packing system. For this purpose sufficient provisions and the absolute necessities for a week were placed on the backs of the horses; thus equipped they generally left the main camp on Monday morning and returned to it the following Saturday. By this means we were enabled each night to camp close to the work of the survey.

While renewing corners, my camp was for the greater part of the time on the meridian between ranges 19 and 20. From there I worked across range 19 and slightly more than a half of township 53, range 20, up to Tawayik lake; I then moved camp into township 54, range 20, while working westwards, and afterwards into the western part of township 53, range 20, while working southwards.

In this part of the Beaver hills it is absolutely necessary to open and clean out a road before undertaking to move camp; this entails much work, as the ground is thickly covered with stumps and fallen trees much entangled, and the numerous marshes which have to be gone around very much lengthen the road.

The renewal of corners in these townships was therefore tedious work, and was further interrupted because of rainy weather; at least one half of our time was lost on account of rain. The original survey of these townships was made about eighteen years ago, at which time the corners were indicated by wooden posts; since then the country has been much devastated by fires, consequently I could find but a small proportion of the posts.

The following is in table form the number of posts looked for in each township and the number found :—

Township.	Range.	Looked for.	Found.
53	19	81	22
54	19	58	33
53	20	106	51
54	20	41	7

In township 54, range 20, the percentage found is very low, though the search was made in the southern part of the township, where the country seemed less affected by fire. The remaining portion of the township was so burnt over as to leave very little more than the rough prairie, so that I decided to give up further search for posts in this township.

The soil in the above four townships is second and third class, but as there are so many marshes, bogs and lakes the townships are, I think, more suitable for stock raising than agricultural purposes. Still, the eastern part of townships 53 and 54, range 19, and the north-eastern part of the latter township are pretty well settled; there are also some settlers' improvements in the western part of township 53. I was told that in townships 53 and 54, range 20, quarter-sections were taken up by settlers established in the adjoining townships, range 21. A log house and stable were seen on section 7, township 54, range 20.

Except as to township 54, range 20, islands of good size poplar with spruce here and there suitable for building purposes are found; the timber seems to be made use of as several rollways were seen.

On September 7, I commenced the subdivision of the northern part of township 52, range 21, west of the fourth meridian, which I had left unfinished in 1898, and also renewed the corners on the north boundary. This portion of the township is almost completely burnt over and the rough prairie is covered with fallen trees, scrub and young poplar; the south-eastern and south-western portions are covered with half burnt poplar. There is, however, a quantity of good, dry, sound poplar suitable for building purposes. The surface of the township is rolling and interspersed with lakes and marshes; the soil is second class.

I intended to commence renewing the corners in township 53, range 21, west of the fourth meridian on September 24; but in the evening of the 22nd rain began to pour and kept pouring abundantly until about 5 o'clock the following evening, when it commenced to snow, and by the night of the 24th twelve inches of snow had fallen. The next two days were wintry days, but during the night of the 26th the snow commenced to melt so rapidly that by the afternoon of the 27th I was able to go to work,

but the ground was so soggy that the members of the party had to go through water nearly as cold as ice, and creeks from 15 to 30 inches in depth had to be crossed where none could be seen before the snow storm.

Having instructions to discharge my party on October 15, and seeing that the weather continued inclement and admitted of almost no work being done, I decided to leave for Strathcona on October 5 in order to pay off the members of my party without further delay ; I arrived at Strathcona on the 6th, and left for Ottawa on the 17th.

I have the honour to be, sir,

Your obedient servant,

C. C. DuBERGER, *D.L.S.*

APPENDIX No. 20 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. E. ROSS, D.L.S.

SURVEYS IN RAILWAY BELT, KAMLOOPS DISTRICT, BRITISH COLUMBIA.

KAMLOOPS, B.C., December 17, 1900.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report on my survey operations during the past season in the Kamloops district of the railway belt in British Columbia.

At the date of last season's report I was engaged on the survey of the boundary of the belt near the Spallumcheen river. Owing to the unfavourable weather, the impassable state of the roads for hauling or packing supplies and the roughness of the country through which the boundary line passes, I found it would be almost impracticable to continue the survey through the winter. But, as the immediate object of the survey was to ascertain if the lands upon which timber was being cut lay within the railway belt, I decided to accomplish this by carrying a traverse line along the lumber trail to Mabel lake; this I succeeded in doing in a comparatively short time. On finishing here, I closed field operations and returned to Kamloops.

On April 17, after receiving instructions from you, I left Kamloops with two men for township 17, range 17, west of the 6th meridian, where I was engaged for a few days in making a traverse of part of Trapp lake.

On May 3, upon the receipt of further instructions from you, I went to Hat creek, where I made a partial subdivision of townships 19, 20 and 21, in ranges 26 and 27, west of the 6th meridian. The land surveyed in these townships lies chiefly in the Hat creek valley. For a mile or two on each side of the creek the country is rolling and open, with considerable bench land, but the surface is so uneven and hummocky that but little of the land can be cultivated. Along the creek there are small patches of meadow and bottom land. The soil is alkaline in places. The country is well watered with numerous small streams, but the climate is so dry that irrigation has to be resorted to on the high lands; it is so cold that vegetables cannot be grown with much success; potatoes, however, do fairly well. Stockraising is essentially the industry of the valley, but the small amount of hay land will prevent it reaching great proportions. The settlement in the valley is small and scattered. The lands taken up lie chiefly along the creeks. There are a few quarter sections suitable for settlement yet unoccupied.

From here I went to the Bonaparte river, into which the Hat creek flows, and surveyed some lots along the river and the Cariboo road. Most of the land had been surveyed into provincial lots, some of which were taken up during the Cariboo gold excitement in 1862. The character of the country and climatic conditions are somewhat similar to those of Hat creek valley, but the land is much lower and consequently the summer frosts do much less damage. The bottom land is of small area, and partly overflowed during high water in the Bonaparte. The bench land needs to be irrigated to ensure good crops. The settlers here are favoured with a good road to market, and splendid mail accommodations.

One of the main objects of these surveys in British Columbia is to define the limits of the railway belt in as many places as possible. On the last two surveys I marked out the boundary in three places, viz., Lillooet road, Cariboo road and Bonaparte river. In all, this necessitated a survey of nearly twenty miles in length.

From the Bonaparte I went to a point, nearly due south, on Barnes creek, where I made a partial subdivision of township 20, in ranges 23 and 24, west of the 6th meridian. The country here is undulating and hilly ; it is partly open and partly well wooded with fir and bull pine of medium size. The soil is fairly good, though alkaline in places, and requires to be irrigated to be productive. The chief drawback is the scarcity of water for irrigation purposes. Some of the settlers propose storing the surplus water from the creeks, in ponds or reservoirs, for use during the dry season. Several have already succeeded fairly well by adopting this method.

From here I returned to the survey on Spallumcheen river, where I made a continuous section survey along the Spallumcheen to the east side of Mabel lake. I also marked out the southerly limit of the railway belt in the most accessible places to the south side of the river as far as the east side of Mabel lake. The soil varies from sand and gravel to a good clay loam. There is sufficient good agricultural land for a small settlement. At present there is but one settler located here. The chief drawback is the lack of a good road. In general, the land is well wooded ; in a few places it is open and burnt. The timber on the land surveyed is scarcely valuable enough to be considered as timber limits. There are some good fir and white pine of medium size and a few large cedar, but the good timber is so scattered that it is a question if it would pay the cost of taking out. Along the river, the best of the timber has been cut. As I reported to you on the completion of the first survey I made here, nearly all the timber cut on the Spallumcheen river was taken off Dominion lands. The greater part of the timber cut was, I understand, taken off the stream which empties into the north end of Mabel lake. The survey was not carried to this point, as it lies at least five or six miles within the railway belt. I have been informed by parties, who have been on the ground, that there are good timber limits on the last mentioned stream, as well as on Kingfisher creek, which flows into Spallumcheen river.

On October 15, I quit field operations and returned to Kamloops. Shortly after returning here I received instructions from you by telegram, to locate the northerly and easterly boundaries of timber berth No. 78. This was a matter of only a few days' work.

The past summer, like the previous one, was cool and wet, and the winter, so far, has been very mild.

I have the honour to be, sir,

Your obedient servant,

JOS. E. ROSS, *D.L.S.*

SESSIONAL PAPER No. 25

APPENDIX No. 21 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF W. J. DEANS, D.L.S.

SURVEYS IN RAILWAY BELT, BRITISH COLUMBIA.

BRANDON, MAN., February 8, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of the surveys made by me last season in the railway belt, British Columbia :—

Your instructions, dated December 27, 1899, were received on January 3, 1900, and on the 12th I left Brandon for British Columbia. I first went to Enderby to interview Joseph E. Ross, D.L.S., and found that he was about ten miles up the Spallumcheen river. I left Enderby for his camp on January 16, and arrived that night after a hard tramp through mud and snow. Next day Mr. Ross moved camp five miles farther up the river, I accompanied him and remained with him two days. The papers I was to receive from him were at Enderby, and as it would have delayed his work to return with me and get them, we decided it would be better to wait until his return to New Westminster where he expected to be in ten days.

I went from Mr. Ross' camp to New Westminster, where I arrived on January 20, and called on the Dominion lands agent. As I had instructions to survey the north-west quarter of section 22, township 3, range 30, west of the sixth meridian, the agent desired me to do this work while waiting for Mr. Ross. I accordingly left on January 24 for Harrison river, where I engaged three men, and after making the required survey, I returned to New Westminster on January 31, and Mr. Ross handed me over all the papers he had relating to surveys required in the part of the province in which I was to operate. I now made preparations to start the surveys required at Vedder mountain, and having purchased tents and provisions I left for Miller's landing on February 8 with my assistant and cook. The next day I hired a man to take the outfit over to Vedder mountain. The roads were in a very bad state owing to recent rain, and it was in consequence difficult to make much headway, but we arrived at the mountain late that night. I was advised in New Westminster not to make up my party in the city, but to employ ranchers as labourers. There was no difficulty in getting labourers at Vedder mountain. On February 12, I started the surveys required in townships 19 and 22, east of coast meridian, of the lands squatted on by settlers who had been flooded out on the lower lands. There seems to be quite a demand for bench lands ; they are not as fertile as the lower lands, but are safe from high water and are well adapted for fruit culture when not too high. While I was in this part of the country, a number of intending settlers, principally from the United States, were looking for bench lands.

The benches of Vedder mountain are very fertile, berries, cherries and plums grow wild in profusion ; grain does well, and vegetables attain great perfection. Vedder mountain occupies the greater part of township 22, east of coast meridian, and is well covered with alder, fir, hemlock and cedar, but fire has done considerable damage to the timber in some places in this township. The lands squatted on by settlers are pretty heavily timbered, but the timber is generally of poor quality. There are many fine streams of water throughout the township, which the farmers make use of by

means of crudely constructed water wheels, to generate power for a great many domestic purposes. Sumas lake, which occupies the north-west corner of this township, is a source of much trouble to settlers on the lower lands ; it is quite shallow in low water but a few days rain in the mountains is sufficient to raise it very high. It abounds with fish of various kinds and is quite a resort for sportsmen.

On March 28, I completed the surveys required in townships 19 and 22, E. C. M., and on the 29th started for Morris creek to make the surveys required in townships 4 and 5, range 29, west of the sixth meridian. I hired a man to take the outfit to Camp Slough on the Fraser river, and there hired men and boats to get up to Morris creek. I had considerable trouble ascending the Harrison river, the water being low and a heavy wind blowing. We arrived at Morris creek on April 1, and commenced work on the following day in township 4, range 29, west of the sixth meridian. This township is very rough and mountainous ; there are, however, many small glades or valleys of good land which produce grain, vegetables and fruits. The township is well timbered in places with hemlock, fir, cedar and alder ; where the settlers are located, it is timbered principally with alder and a few fir, cedar and hemlock of very large size. The Harrison river runs through the southern part of the township. There are a number of settlers along the river who grow fruit and vegetables in large quantities, for which they find a ready market at the Harrison Hot Springs. The finest strawberries I ever saw were grown along this river, and on land which looked unfit to produce anything. Along the river the land is generally high, so that the settlers are not troubled with floods like their more unfortunate neighbours on the low lands. There is quite a large and deep lake in the northern part of the township. I could not find any inlet to it, although there are two or three streams which must empty into it below the surface ; the shores are well wooded with cedar and fir from four to six feet in diameter, suitable for shingles and lumber.

Sections 5 and 6, in township 5, range 29, west of the 6th meridian, are well wooded with cedar, fir and hemlock, two feet in diameter ; they should be reserved for a timber berth.

I completed all the surveys which could be made in Morris Creek valley on June 9, and on the 11th left for Camp Slough on the Fraser river ; from this I went to section 24, township 26, E.C.M. The work done in this township consisted of running the eastern boundary and some subdivision lines. Lot 439, group 2, occupies the southern part of the township. The northern boundary of the lot, instead of running east, is inclined about six degrees north ; the eastern boundary approaches to within a short distance of the eastern boundary of townships 25 and 26, thus leaving a very narrow strip between the lot and the townships.

The south-eastern part of township 26 is very high. There is some good agricultural land in sections 11 and 14 ; the rest of this part of the township is good grazing land, and would be easy to clear up. There are large deposits of marble of various colours on section 13.

I moved camp from township 26 to section 25, township 25, E.C.M., on July 13, and started surveys in township 1, range 29, west of the 6th meridian. The Chilliwack river runs through the northern part of this township. It is from two to three chains in width, four to six feet in depth, and runs from five to seven miles an hour. It caused me a great deal of trouble to cross and recross ; large trees thrown down in the attempt to form a crossing were frequently swept away, thus a whole day was often occupied in making a single crossing. The tremendous water power in the river will no doubt some day be utilized. There are two settlers in this township who have located in anticipation of good markets for agricultural products when the mines in the district are developed. The good agricultural land is principally along the river. I completed the surveys in township 1, range 29, on August 28, and on the 29th started running section lines in township 1, range 28, west of the 6th meridian. This township is very mountainous ; the land fit for agricultural purposes is confined to a narrow strip along the Chilliwack river and Slesse creek. Three settlers are engaged

in farming in this township, but a great drawback to the development of the district is the difficulty of getting in and out, the only means being a very poor trail, which for a great part of the year is almost impassable. There is some good timber in the northern half of the township, but in the southern part the timber is of poor quality. Some excitement was caused by the discovery of gold ore in this township, many claims were staked on both sides of the international boundary, and in some cases the prospectors recorded their claims both in British Columbia and the state of Washington, as they were uncertain as to the location of the boundary line. I ran a traverse from the north boundary of the south half of section 15, in order to find station 44 on the international boundary, but could not get any trace of the pyramid of stones which marked the station. I think it must have been destroyed by rock slides or ice. A great many prospectors have been through this section, yet none appear to have seen any of the marks erected by the International Boundary Commissioners.

There is a large post on the west bank of the Slesse creek, which was no doubt used as an astronomical station on the boundary survey; it has been regarded by interested parties as marking the international boundary. I located the post, but was unable to trace the traverse from it to the boundary. If station 44 could be found, it would be a most difficult task to connect this station with No. 45, as the distance is nearly 16 miles, and the country is covered by mountains 6,000 or 7,000 feet high, very rocky and precipitous. It is necessary that this portion of the international boundary line should be defined so that the south boundary of township 1, range 28, can be determined. Most of the mineral discoveries on the Canadian side are in range 28. About the middle of September, a pack train from Chilliwack was seized by the U. S. customs officers, which put me to a great deal of inconvenience, as I was depending on the pack train for supplies. The people of Chilliwack are much interested in this mining district, as the natural outlet of the country is down the valley of Slesse creek and Chilliwack river, and its development would mean a great increase of trade to the merchants of Chilliwack.

I finished the surveys in township 1, range 28, west of the 6th meridian, on October 9, and started for Chilliwack on the 11th, arriving there that night. Next day I paid off the party and took the boat for New Westminster; I remained here till October 18, when I left for Brandon, Manitoba, where I arrived on the 21st.

The past season was a very unfavourable one for field operations; the amount of rain which fell seemed to me extraordinary, and I was told by old settlers that they considered it a very wet season. It was with the greatest difficulty that the farmers saved their hay and grain.

I have the honour to be, sir,

Your obedient servant,

WILLIAM JAMES DEANS, *D.L.S.*

APPENDIX No. 22 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF GEORGE WHITE-FRASER, D.T.S.

LATITUDE DETERMINATIONS ON THE BOUNDARY BETWEEN THE PROVINCE OF BRITISH COLUMBIA AND THE YUKON TERRITORY.

VICTORIA, B.C., February, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—Acting on your instructions, dated March 4, 1899, and renewed March 21, 1900, I went to Vancouver by the Canadian Pacific Railway, and while waiting for a northern steamer, engaged two men, a cook and a packer, and made some other preliminary arrangements. I had to wait in Vancouver for some days before any boat went north, and finally arranged for the transport of myself and party by the SS. *Cutch*.

Conditions in Skagway have improved since I passed through in March, 1899. Customs business was less complicated, and the railway being in operation to Bennett, freight was not piled up everywhere en route. At Bennett, I purchased some necessary articles, and made inquiries as to horses, for some of those I had left in charge of the North-west Mounted Police at Tagish, had succumbed to the rigours of the winter. Suitable animals for mountain packing were scarce and expensive, and likely to become more so owing to the great numbers required by the Public Works Department for the Ashcroft-Atlin telegraph line. I was offered four by a freighter living in Atlin, and thought it best to close at once with him, so went to his camp and purchased them, bringing them back to put with the rest of my band at Tagish. I also hired a sleigh to move my camp outfit while working on the ice.

My first point was the southern extremity of the Little Windy Arm. Mr. St. Cyr, D.L.S., had run a line from my post on Lake Bennett, and had erected a monument on the west shore of the Little Windy Arm. After waiting a few nights, I obtained observations, and measured from my instrument to St. Cyr's post. I then struck camp, and went to Caribou crossing to bring up my pack animals. I had intended to go at once, while the ice was still fit for travelling, to the head of the West Arm, and there observe for a monument, but owing to a rather early breakup, considerable portions of Lake Bennett were free of ice, and travelling was very dangerous over the rest, so I decided to move a little distance out of Caribou and remain there until feed was sufficiently advanced for the horses. I had an opportunity of communicating with Mr. St. Cyr, and informed him as to the error of the monument on Little Windy Arm. The breaking up of the ice was much accelerated by violent wind storms from the south, and once it commenced it was not very long before the lake was free, and the boats running between Bennett and Whitehorse. Watson river, on the east bank of which I had made my camp, was much affected by the artificial lowering of the level of the lake through which it flows, which was done by the railway company in order to facilitate the construction of the road. During the lowering process, the river became uncontrollable, burst through a retaining bank and swept everything before it. Where it flows into Lake Bennett, and for some distance up stream, its bed is a deep sticky ooze, forming a kind of dangerous quicksand in which I nearly lost one of my best

horses. He was so badly exhausted by his struggles to extricate himself from the mud, having fallen into it, that I had to leave him behind. He was subsequently taken over by Mr. St. Cyr, and included in his pack train.

As soon as the grass was sufficiently grown to support the horses, I moved up to the head of the West Arm, and after an approximation observation, I moved up the river flowing into it, to where the sixtieth parallel crosses it. On the way to the Caribou to the West Arm, I crossed Wheaton river, along the right bank of which is some very fair spruce timber which is being converted into lumber at Mill Haven. There is also fair timber at the head of the West Arm, and up the river flowing into it; and also some on a small lake on the south side of the Arm, almost opposite Mill Haven.

West Arm river, some few miles down from its source in the same extensive glacier that gives birth to a number of considerable streams including Cinikar, Alsek, Takhini, and others, widens out into a long lake about six hundred yards wide, near the mouth of which the boundary crosses. The mountains bordering the valley are high and precipitous rising to an elevation of over 3,000 feet above the level of the lake. On the east side, the line crosses a very precipitous part. There was no evidence of any minerals in the rock along this valley, nor is there any considerable timber although a patch here and there might pay to work when other and more accessible limits have been worked out.

After a delay on account of dull nights, I was able to observe, and placed a monument on the west shore of the lake about a quarter of a mile above the mouth. The mound is of boulders and earth, and the post is marked J and in accordance with your instructions. A bear walked almost into our camp upon two consecutive mornings, I then discovered I had placed the monument on his trail.

Throughout the season, the weather was generally unpropitious. At every place I observed for a point, I was delayed by cloudy weather, and it was an unfortunate coincidence that whenever I particularly desired to take a photograph on the way of a glacier, a picturesque precipice, or other interesting view, it was rendered impossible by a very gloomy sky, or perhaps a drizzling rain. The nights are so short in the summer and the light so good even at midnight, that a star of the fifth magnitude is almost too small to observe satisfactorily with the No. 5 altazimuth, unless the atmosphere is quite clear, and a very little mistiness is sufficient to render it difficult, if not impossible, to observe on one of the fourth. I suppose the large glacier and its surrounding snow fields, to which I have referred above, which lies within a few miles of the 60th parallel, is the cause of keeping the atmosphere full of moisture during the summer.

A considerable stream coming from a westerly direction falls into the West Arm at the head; and I judged that I could follow it some distance towards the Takhini. West Arm river meantime had become so swollen as to be impossible for pack animals with loads, so I built a raft and carried my camp outfit across the lake on it. Shortly after leaving the lake, I found portions of an Indian trail leading along the valley; but it was not of much assistance, being very indistinct and overgrown. The source of this stream is about twelve miles up the valley, at an altitude of nearly 3,000 feet above Lake Bennett. For the greater part of its course it falls along the valley with a rapid current; but about four miles from the lake it commences to rush down a narrow gorge with precipitous sides which, at and near the lake, are over 300 feet high. There is spruce and jack pine, not of great size, along this stream for about six miles, but at an altitude of about 3,500 feet above sea level all timber disappears and gives way to scrub and brush of willows, poplar and a very dense stunted growth of spruce, which seldom attains a greater height than six or seven feet. Travel was much impeded by the numerous rock slides, which filled the valley from side to side with enormous boulders broken off from the mountain ridges. In general, however, it was easy to pick out a good trail for the animals. It was necessary every evening, after having traversed over considerable number of these slides, to overhaul the horses' feet, reset horseshoes or put on new ones, though I should

shortly not have had one horse in fit condition to pack. The watershed between Lake Bennett and the west along this route is 5,800 feet above sea level; the pass is bleak and bare of anything except moss and lichen, and the snow so deep that although I crossed it on July 6, I believe it would have been impassable a week earlier. From the summit of the pass there is a gentle slope to the west of about two miles; then a very steep drop brought me to a fair-sized stream flowing northward, which I subsequently concluded to be one of the sources of the Wheaton river flowing into Lake Bennett near Mill Haven. I followed this stream up a few miles to place a monument on it, but it forked farther up; the eastern fork runs too near to my post J, and the western branch terminated, or rather commenced, in a perfect *cul-de-sac*, filled by a rugged glacier, up which I could not work near enough to the parallel. Returning, therefore, down stream looking for a feasible pass to the west, I found that the main stream of Wheaton river came down a long, gentle, sandy valley from the west, and that the stream on which I was travelling was a branch. I turned up the main stream and followed it for some miles to the actual head of Main river, a small, clear lake, surrounded by bleak, bare, rock-strewn mountains. From the hills above the lake, the course of Wheaton river may be seen for a long distance running in a northeasterly direction before it turns south and falls into Lake Bennett. There is a considerable quantity of spruce timber all the way down this valley, but a fire has been through it and destroyed considerable areas. Although too small to have much value as lumber, it might serve the requirements of local miners. Along the valley there are indications of quartz, and on my return, I learned that some good specimens had been brought out. Leaving the Wheaton source, and crossing a watershed at an elevation above sea level of 5,000 feet, I found, to my surprise, spread out before me and stretching in a northerly and southerly direction, a wide, deep valley, through which was flowing a considerable stream, widening out below me into a long lake, which continued as far as I could see up and down. On reaching the level of the lake, I found a fairly well marked Indian trail leading along the shore, and a little farther down on the spit of land jutting out into the lake was evidently an old camping ground with wigwam poles left standing, awaiting a traveller. I came to the conclusion that this must be the Takhini river indicated on map, sheet No. 5, and somewhat out of place. I followed the lake shore south to the parallel, and while waiting for an observation, explored in various directions. This river takes its rise in one of the branches of the great glacier twelve miles or so south of the 60th parallel, and flows in the direction N. 10° to 20° W. It very shortly attains a considerable volume, being increased by numerous streams of small and medium size falling into it from east and west, all of which are glacial, until about five miles from the glacier, it is about 150 feet wide, and of an average depth of at least thirty inches, with a current of about three miles per hour. For the first ten miles or so it runs a tortuous course through a wide valley, forming mud bars and marshy flats; the bordering mountains are high and rugged near the glacier and slope steeply down in almost impassable rock slides; farther north on the east side the slope is easier, and the mountains recede somewhat, leaving a valley. The bottom of the valley and some distance up the sides is covered with thick willow and other brush and scrub, with splendid grazing for animals. Here and there a torrent rushing down from the snows above, has washed down giant boulders and rocks and gravel, which it has strewn along its course, building up its own bed many feet above the level of the valley. Fragments of quartz are very common in these wash heaps, and along the shores of the lake; and I found several large and small lumps of a substance closely resembling, both in appearance and weight, iron ore that had been subjected to the action of heat sufficient to burn it. On the mountains I found in many places veins and 'stringers' of quartz, in some places as much as six and eight inches wide, and great quantities of it scattered about everywhere. It was chiefly, however, of the kind called by prospectors 'bullquartz,' that is dead white in colour, sometimes slightly crystalline, and probably quite barren. There is very little timber on the

east side of the river, and it is quite small and insignificant, but on the west side, especially along the hills bordering the lake, there is in places a dense growth of spruce and jack pine, sometimes over twelve inches through, although usually smaller. The timber belt is narrow, extending only a few hundred feet above the lake level; above is the usual scrub and dense undergrowth. I also found in places the distinctive green copper stain in the rock, although never any stronger indications.

After considerable delay I observed and placed a monument on the east side of the valley, about 100 yards south of a considerable brook discharging through an elevated gorge, and thence finding the level of the valley by a series of cascades, and about 400 yards from the bank of the river. The post stands out high above the surrounding brush and is marked **K**.

I crossed the river at a rather deep ford, and went north along the west shore searching for a feasible pass over the mountains to the west. There were many that seemed to offer a possible route, but all of them eventually terminated in glaciers, the moraines of which, with the bordering mountains, presented difficulties impassable to horses. At last, however, I found a high valley heading far back discharging its stream into the lake down a very precipitous and deep gorge, which, although blocked by the usual glacier and strewn with rocks and boulders, afforded a possibility of getting further westward. The route along this stream was almost a continuous rockslide, and, therefore, difficult travelling, and the scrambling up the terminal and lateral moraines of the glacier required great care not to injure the horses, but the summit was attained without accident. There, at an elevation of 6,000 feet above sea level, I found that the actual mountain tops were but little above the level of the summit of the pass, and as far as I could see was an ocean of jumbled boulders. In front of me, about three miles away, the hills sloped very suddenly to a deep valley, the bottom of which I could not see, while beyond lay a lofty barrier of mountains, rising abruptly from the valley, and holding amid their jagged peaks, glaciers and snow-filled crevices. They were apparently considerably higher than any I had previously crossed and much more rugged, and I examined them in vain through the glasses for a possible pass. Beneath, between the summit and the valley, was a small plateau holding a green glacial lake, in the surface of which were mirrored two commanding masses of rock that stood up some hundreds of feet above it. The peculiar horizontal lines of cleavage, so often seen in this part of the mountains, give the cliffs almost the appearance of masonry. About three miles of this level plateau terminated in a very abrupt, in some places, precipitous descent, to another large river flowing northward, the valley of which lay spread out with the glacial stream running in a serpentine course far below me. This river like the one a few miles back, widened out into a lake, not of any great length. The majesty of the mountain masses in the grip of fields of ice, rather heightened by the gloomy clouds which veiled some of the higher peaks, presented a scene of great grandeur. The valley itself is narrow, the mountains on the east side rising four thousand feet, sheer in places, in others very steeply to a somewhat lower elevation; on the west, they were equally precipitous but apparently higher. From where I stood to the river bank, proved to be a descent of 2,750 feet, and not more than 400 yards in plan. I found traces of a trail on the east bank with old chopping by both Indian and whiteman, and some old camp grounds. Afterwards, worked up by the lake shore, I found portions of a raft, and other relics, which strengthened the conclusion I had come to, that this was the real Takhini river above my camp, about No. 5, and that the river some seven miles east, had not up to that time been explored. The head of the valley where I descended to it, is about the same as that of Lake Bennett, and as might be expected, there is a considerable quantity of grass and some timber on both sides of the river. Although generally not exceeding two to three inches, there is some over that and running to sixteen inches in diameter, this extending as far south as I could see. The character of the rock appeared to be much the same as all along my route with veins and stringers of quartz cropping out in places. I also observed

some pieces of 'float' that much resembled lignite, and I was not surprised to hear on my return to Skagway, that coal had been discovered on the Takhini near Whitehorse, which, of course, is much farther down stream than where I was.

The Takhini is a glacial river and takes its rise in the great central glacier that is the common birthplace of so many streams. After a tortuous course of some miles, it widens out into the lake shown on map, sheet No. 5, and after about six miles of lake, turns sharply to the west beyond which point I could no longer see it. After several days delay, which I employed exploring for a way across the mountains to the west, I obtained an observation and erected a monument by the river bank on the east, marking it L. Not having discovered a possible route across the mountains, I was reluctantly compelled to decide in favour of returning to Bennett and thence to make my way to the 60th parallel again via Skagway and up the Dalton trail. I varied the return journey by making straight for Bennett, from the source of the eastern branch of Wheaton river across a bleak divide, and thence down a glacial stream to the head of the long lake on West Arm river, then across another low summit by an extensive hay meadow down to Homan river, and thence to Bennett.

Bennett city was practically deserted, most of the hotels and other places of business having been moved down the river to Whitehorse. I then took my horses by the White pass to Skagway. The bleached skeletons of horses lying scattered thick among the boulders along the trail and the rugged beds of the mountain torrents are mute witnesses to the heartrending labours and privations imposed on pack animals during the early days of travel over the Chilkoot pass before the construction of the railway. Even now, the trail from the summit down to Skagway is rough and bad travelling.

Skagway people seem to be ignorant as to the Dalton trail to the Porcupine country. I think they prefer not to believe that there is a rather promising mining country for which Skagway is not the natural point of entry. From Skagway to Haines' Mission, which is one of the southern terminals of the Dalton trail, is a few hours run with a steamboat. Landing at Haines necessitates crossing the treacherous Chilkat river a few miles up, as there is no trail up the east bank. The river bed is full of shifting quicksands and being wide, makes a difficult and risky crossing for horses. I had engaged the services of a Chilkat half-breed with a canoe, and owing to his knowledge of the river, got all my horses across without accident, although even then they floundered into several quicksands. Once across, there was no further difficulty, as the Dalton trail is built through bush and over swamps up to Porcupine, the centre of the Porcupine mining district. Until a road is built along the east bank of the river as far as the Indian village of Klukwan, it would be better for persons taking horses into that country to take them round to Pyramid harbour instead of landing at Haines. The latter is really the end of the Dalton trail and obviates the Chilkat crossing. There is no town at Pyramid, no store, and no feed for animals until they are taken a little distance up the trail, but I consider these disadvantages are not so great as the risk of taking animals across the river from Haines. Travellers must be prepared to buy feed for their animals along the road to Porcupine. As the trail for the greater part is through thick forest and the remainder along the gravelly bed of Klehini river, there is no feed and practically no convenient camping grounds. The Porcupine Trading Company have a stopping house at Longbridge, halfway to Porcupine. Once at Klehini river, the road generally keeps along it necessitating very frequent crossings which are sometimes risky on account of the depth and strength of current. At Porcupine the Trading Company has a store at which everything in reason can be obtained for a mining prospecting, or surveying expedition. Prices are a little high.

Seven miles beyond Porcupine is Pleasant Camp, the Mounted Police post, and two miles beyond that the trail finally leaves the river bed and rises out of the timber on to the bare mountain sides. From here on to Dalton House, at the crossing of Alsek river, timber is met only twice, at the Glacier camp, about thirty miles from Pleasant camp, and at the Bear camp, fourteen miles farther. The trail is high in the mountains, in places very boggy. At Bear camp, I took an observation for

approximate position, and followed the Alsek river down a few miles to the parallel. It was now September and getting chilly, and slight falls of snow portended the approach of winter. At this point I set up a monument on the east bank of Alsek river, some little distance up stream from the mouth of the canyon known as 'House' canyon. It is marked **M**.

There is a good deal of timber on both banks of the Alsek. I may say that the river I call the Alsek is marked on the maps as the Tatshenshini. I learned from Indians and others acquainted with the country that Alsek is the proper name, and that Tatshenshini or Tatshanhini, as I have spelled it on my map, is the name of another stream tributary to the Alsek. At the end of this report I append a note on the nomenclature of some of these streams.

Dalton House, where the trail crosses the Alsek for the third and last time, is about twelve miles downstream from the boundary. All the way down the river, and for some distance up its eastern tributaries, there is good timber, and the men who were with me, both of whom were prospectors of long experience, spoke to me of the favourable appearance of the rock, more especially in the section around the headwaters of a stream flowing into Chilkat river north of Mount Glave. On my return I learned of the 'strike' up Bear creek, which, from descriptions, I gather to be the very stream I refer to.

At Dalton House I had to cross the Alsek to the right bank at the Mounted Police post. The river is a considerable size, and a slight rain in the hills, or warm weather melting the snows, makes it unfordable. This is the point where the Wesketahine Indians have their village. These Indians are a branch of the Sticks, but have apparently many distinctive features. Their language differs from that of the Chilkats to the south, and from that of the Hutshis, 150 miles to the north. It seemed to me to have a peculiar and rather pathetic significance this fact of seventy-five persons all told constituting a separate nation, with peculiar language and customs. They have intercourse with other tribes, and to some small extent intermarry, but on the whole keep very much to themselves, trading in furs and catching salmon to dry.

I followed the right bank of the Alsek down to the 60th parallel again, about sixteen miles. There is fair timber all along, and very good grazing. I followed one affluent stream up for some distance, leading in a westerly direction, in order to get around a deep gorge that was impassable. This led me out on to an extensive tract of level country, with hay marshes in which, I believe, a large quantity of hay might be put up if ever minerals are discovered in the vicinity in sufficient quantity to attract a settlement. This level stretch, extending for many miles, terminated at the foot of a lofty range of snow-covered mountains that seem to run in a general northerly and southerly direction with, no doubt, a considerable stream running parallel to them. I believe that this stream will be found to be the Kaskawulsh, and that the deep cleft in the mountains contains the stream called the Alsek on the maps, but whose real name, according to my Indian informants, is the Saxton, spelt according to the sound. In that case the rest of the boundary, west of the Alsek river, will be easy to run, being mostly over the flat country. Having got round the gorge, I headed back to the river through a very dense brush and heavy timber. Camping not far from the top of the descent to the river on the shore of the lake, I observed much broken quartz 'float' scattered about, and finally found the outcrop of a considerable ledge. All along the river bank also, quartz fragments are frequent. I set up my instrument on the bank of the river and observed, being nightly visited and inspected by bears whose footprints, some of them enormous, were observable in the sands next morning. I was anxious to get away, as there had been several slight falls of snow, and the snow line was rapidly creeping down the mountain sides, and I was very glad when I was able to set up post **N** on the west (right) bank of the river, about a half mile down stream from the mouth of the deep gorge I mention above.

I immediately broke camp and returned to Dalton House, where I found the head packer of the Porcupine Trading Company. He strongly advised me to hurry out as quickly as I could unless I wanted to get snowed in. I had intended to go east from post and put in another post towards the Takhini, but in consequence of this advice I abandoned that idea and determined to go out. I left a quantity of supplies at the police post, taking a receipt for them, and started on the morning of October 7. It very shortly began to rain, then turned to snow, and by nightfall there were several inches of snow. From that time it snowed every day until on the last summit, a day and a half from Pleasant camp, it was quite deep, and to follow the trail was a matter of some difficulty. There was, of course, no feed for the horses and no wood, so it simply meant pushing on. It snowed so continuously that the day after I crossed the last summit the trail was blocked and impassable and the inside country shut off completely. In fact I had just managed to get out in time. Thence to Haines was easy travelling. I sent the horses to Pyramid this time and crossed then to Haines in a scow, whence they were taken to Skagway and thence to Tagish for the winter. I believe horses will be expensive in the spring in consequence of the demand for the telegraph line and the rush into the Salmon and other new districts, so I judged that it would be economy to send them to Tagish rather than sell them for the very few dollars they would have fetched then. After a few days in Skagway settling up, I returned to Victoria to prepare this report and plan.

Note A. Rivers.

The river I have marked on my map, between the west arm of Lake Bennett and Takhini river, seems to be quite unknown to any prospectors I have met, and neither the Chilkat Indians of Haines and Klukwan, nor the Sticks living at Wesketahine were able to give me any information about it, and yet there is a trail on its east bank. I supposed it is used by the Hutshis on their way east, or by the Tagish Indians going west. I believe that it must be an affluent of the Takhini, otherwise it must be Watson river falling into Lake Bennett at Caribou crossing. This latter is improbable, as the size of the stream where I crossed it within twelve miles of its source was apparently considerably greater than that of the Watson at its mouth a month earlier. On my map I have named the streams according to the names known by the Indians. The main river by the Dalton trail is Alsek. Its first large tributary from the east is Tatshanhini (not Tatshenshini), then comes the Takheni (different from the large Takhini). The Kaskawulsh is apparently correct, but the large affluent of the Alsek lower down than the Kaskawulsh is the Seetoe, not Alsek. Hin, or Hini, seems to be an affix signifying in the Chilkat language, water or river.

Note B. Communications.

The great obstacle to the rapid development of the Yukon mining resources seems to be the want of good transport facilities. When I was up the Porcupine district, I heard a great deal of the wealth of the creeks 'inside,' and that the only reason why prospecting had not been followed by mining on a large scale in the neighbourhood of Lake Dezadeash was the expense of getting supplies in. It struck me that if ever that district proved a really wealthy one, there is probably a feasible route for a railway into it without going through the United States territory from Haines. Starting from Caribou, there is a possible route, via Wheaton river, over the summit down to New river, following my route from the head of the Wheaton, then down the west shore of that long lake, thence into the Takhini valley. As the mountains seem to get lower and less rugged the farther one goes north from the central glacier south of the 60th parallel, it is more than probable that there is a feasible route for crossing the Takhini to the country west of the Dalton trail.

Note C. Keep of Horses.

I do not know whether it is the intention of the government to do much work in the Yukon requiring the use of horses as pack animals, but if such is proposed, I think it might be economy in the end to have a few men put up hay at some central points, with sheltered corrals and a small log cabin, so as to winter the animals instead of selling them in the fall and purchasing anew every spring. This year I had to pay $75 each for four animals (getting them cheap) and $90 for a fifth, and on my return I could not have got any reasonable sum for them. There are hay marshes up Homan river, about twelve miles from Bennett; at the mouth of Torchi river flowing into Taku Arm; at the head of Atlin lake, and smaller ones elsewhere. Near Dalton House, there is an extensive meadow where a large quantity of hay might be put up at small expense. A band of horses that have run together for some time are more valuable as a band, than the total of their individual values, and it is a pity to break up bands that have run together a whole summer in order to take chances in the spring with a lot of untried animals.

I have the honour to be, sir,

Your obedient servant,

GEORGE WHITE-FRASER, *D.T.S.*

APPENDIX No. 23 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF ARTHUR SAINT CYR, D.L.S.

SURVEY OF A PART OF THE BOUNDARY LINE BETWEEN BRITISH COLUMBIA AND YUKON TERRITORY.

OTTAWA, April, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Ottawa.

SIR,—I have the honour to submit the following report of my work in 1900 on the survey of the boundary line between the Yukon Territory and the province of British Columbia. The boundary line is the sixtieth parallel of north latitude, along which stations were established by George White-Fraser, D.T.S., in the season of 1899. I connected these stations by lines having the same curvature as arcs of the parallel. The latitude of the stations was determined by astronomical observations, and monuments were erected in order to perpetuate the stations. Between Lake Bennet and Teslin lake five monuments were placed; one on the east shore of Lake Bennett, it is marked by a large wooden post and an earth mound; a second on the east shore of Atlin lake; a third, called A, in Happy valley, eleven miles east of Atlin lake; a fourth, called C, is thirteen and a half miles west of Teslin lake; and the fifth one, D, is found on a ridge 390 feet to the west of the shore of the lake. In the fall of the year 1899, an astronomical station was determined on the west shore of Taku Arm, ten miles and a half west of Atlin lake; and in the spring of 1900 Mr. White-Fraser observed on Windy Arm in order to determine the location of the boundary at that point, thus making in all seven astronomical stations in a distance of 85 miles.

My instructions of April 4 were to complete the posting and mounding of the line between Bennett and Atlin lakes and to continue the survey of the boundary line as far as Teslin lake. I left for Vancouver, where I organized my party on April 13, and took passage on the steamer *Danube*. After a voyage of six days, I landed in Skagway, where arrangements were made with the railway officials to have my supplies shipped to Bennett with as little delay as possible. I received from the North-west Mounted Police at Bennett part of the outfit which had been stored there the previous fall. I remained in Bennett three days, waiting the arrival of the supplies and transport outfit from Skagway; in the meantime I made the necessary preparations for our trip to the boundary.

On Lake Bennett the ice up to April 23 had proved to be safe for transport, but could not be relied on much longer. Reports had reached us that at Upper and Lower Caribou crossing, two teams of horses had gone through the ice and had been lost with their loads. I therefore decided to engage a freighter at once, and send him with one of my men who knew the country, to make caches of provisions on the boundary line at Taku Arm and Atlin lake, so that if the ice happened to break up whilst we were working in the mountains, we would have sufficient supplies to keep us till navigation opened. I then left with the rest of the party for the boundary line, about twelve miles north of Bennett. On leaving Bennett we were provided with hand sleds, which proved valuable as a means of transportation on the lakes as long as the ice lasted. At this time snow slides from the range of mountains west of Lake Bennett kept up a roar, which continued all night when the weather turned

mild. The snow was five and six feet deep on the low lands, and as sleds could not be hauled in the mountains, we were obliged to carry supplies and outfit on our backs.

In all my experience of snowshoeing at many points between Labrador and Alaska, I found it in this district in the spring time the most difficult and fatiguing. This is due to the fact that all through the winter the weather is cold and dry so that the snow does not pack, but is very light and of great depth ; when the warm weather of spring melts the surface, the under snow becomes a soft slush, into which a snowshoe will sink as much as two feet. The great daily variation of the temperature from a hot sun in the day to as much as 20° below zero during the night added to our troubles. When we camped for the night, we had to spread our blankets on sleeping bags on the snow ; in the morning we would find our boots frozen so stiff that it was difficult to get them softened sufficiently to be able to put them on. Our equipment was as light as it could be, and the provisions were selected with a view to much nourishment and little weight, still the whole outfit at the start was more than could be carried at one trip. By starting at daybreak, we had the benefit of the crust formed on the snow during the night, but about 10 o'clock it melted, and travelling became extremely laborious. Thus we plodded along the line, having to dig trenches in snow ten to fifteen feet deep in order to plant posts and build monuments, until the beginning of July, when the last post was planted on the west shore of the Taku Arm.

The topography of the country traversed by the line between Bennett and Atlin lakes was so minutely described in my last year's report that I need not give any further description. The boundary line over this stretch of thirty-six miles is defined by forty-two monuments erected on the most prominent mountains and ridges, and in the valleys. The line was well cleared wherever it ran through forests ; the numerous photographs taken from the highest points traversed by the line show the opening through the timber, and also the features of the country.

On my arrival at the astronomical station erected on the east shore of Lake Bennett, I commenced the work of posting and mounding the boundary to connect this station with the one on Taku Arm, and continued as far as the top of Ravine mountain, where natural difficulties prevented me from proceeding any farther for the time.

I then started for Taku Arm, and had almost reached my destination when I received a message from Mr. White-Fraser informing me that his observations for latitude at Windy Arm showed that the trial line was 16·13 chains to the south of the true parallel. On receipt of this message, I wrote you for instructions as to how I was to proceed ; in the meantime, I continued on my way to the point at which the trial line intersects Taku Arm. As instructed, I measured an offset north of 1,215·5 feet, and built a monument, which now marks the true boundary ; from it, I ran the line west to connect with the position of the 60th parallel, recently determined by Mr. White-Fraser. This line is posted and mounded as far as the top of White Fraser mountain. I could not go any farther west, because of insurmountable obstacles.

I then retraced my steps to Taku Arm and entered Takahi bay, which I followed till the ice gave out, and having abandoned the sleds, I made my way across country to the east shore of Atlin lake by May 18. The old trial line was then produced to Mr. White-Fraser's astronomical station on the east shore of Atlin lake, the offset was found to be 1,811 feet north of the trial line. The true line was then run westward to connect with the astronomical station on Taku Arm. It was posted, mounded and posted in accordance with instructions. There are eighteen posts and mounds to the west of Taku Arm, and twelve to the east. The most westerly one is fourteen and a half miles from the Arm ; the most easterly one is eleven miles. The intervening marks were placed as near one mile apart as the configuration of the country would permit.

DELIMITATION OF THE BOUNDARY BETWEEN ATLIN AND TESLIN LAKE.

By the time we reached Atlin lake, it was partially free of ice, the snow had almost disappeared from the low lands, and the new growth of grass was showing on the low slopes of the hills. I therefore thought it advisable to procure some pack animals ; so far we had only one horse, which had not been of much use to us, as it had become lame while being led along the stony and swampy shore of Taku Arm to our camp on the railway line, a distance of fifteen miles. No horses could be purchased at any price in Atlin, as they had all been secured by the parties then constructing the Dominion telegraph line to Telegraph creek. I therefore telegraphed Captain Primrose, in charge of the Tagish post, who replied that he had no pack animals to spare, but referred me to Mr. J. Haney, who was then building the British-Yukon railway between Bennett and Caribou crossing. I got four horses from Mr. Haney which, though not regular packers, could in an emergency be made to do the work. I also got one from Sgt. Heathcote, in charge of Caribou post, which had been left here in the spring by Mr. White-Fraser. I returned to Atlin with the five horses, though I could have employed twice the number. The progress of the preliminary survey was very slow and laborious, due to the lack of sufficient means of transport, together with the absence of a broken trail, and the consequent difficulty of getting over a country in which the growth of timber and underbrush is so thick, that it is practically impossible to take pack horses through without cutting a track six feet in width. During the progress of the survey a portion of the party was engaged exploring in the vicinity of the line for the best ground over which to take the pack train, and in blazing and cutting a trail. Caches of provisions for use on our return trip were also left at suitable points along the line ; this proved a great boon when, owing to the lack of proper feed, the horses became so exhausted that they were not able to carry the loads exceeding one hundred pounds each.

METHOD OF SURVEY.

The astronomical stations were connected by marking on the ground a series of tangents to the prime vertical circles passing through each of the astronomical points ; from these tangents the calculated offsets to the 60th parallel were measured at approximate distances of one mile. From the last measured offset between an astronomical station and the tangent passing in its vicinity, the relative station-error was found. In the final marking of the boundary line, the station-error was distributed between the monuments in the ratio of their distances. The boundary line is marked by iron posts three feet long and three-quarters of an inch in diameter, driven flush with the ground where the soil would permit ; alongside the iron post is a wooden one, at least four inches square, with the letters Y (Yukon) and B.C. (British Columbia) cut on opposite sides. The posts are so placed that the letters respectively face north and south. An earth or stone mound is also built around the posts. The correct position of the monuments was obtained by measuring from the trial line and at right angles to it. The formula used in deducing the value of an offset for the curvature was the following :

$$\text{Offset in links} = C.\ 2.\ \text{Log.}\ d.$$

where d is the distance in chains from the origin of a tangent : C is a constant calculated for the 60th parallel, and is equal to 14·43619. To the result thus obtained was added the proportional part of the station-error. The distance between the stations was measured with a Lugeol micrometer, the angular value of one revolution of the screw having been ascertained beforehand. The Lugeol micrometer is a double image micrometer ; it consists essentially of a telescope with the object-glass cut diametrically in halves, each half being suitably fixed in a frame which slides in another one. Motion is communicated to the frame holding each semi-objective by

means of a fine screw of the shaft, one-half of which is a right hand screw, the other half is a left-hand screw, and each part turns in a corresponding nut fixed to its half of the object glass. Each half, of course, gives a full image of any object sighted at. The displacement of the semi-objectives is measured by the revolution of the screw which moves them, and on the head of which is placed a circle divided to hundredths. In my instrument the value of a revolution was about four seconds of arc. Before using the instrument, I determined the exact value in arc of every revolution of the screw, and tabulated the results; from these I determined the value of parts of each revolution. This was done in the following way: A distance of 10·313 chains was carefully measured; at one end a board with a mark at every third link was set at right angles to the line of sight. At the other end of the measured distance, the micrometer was set up and the number of revolutions or parts of a revolution required to pass over the distance between the first mark and each subsequent mark was noted. These were afterwards converted into minutes and seconds, and it was then easy to construct a table of distances for any movement of the screw. In measuring an angle care was taken to always turn the screw in the same direction. The field of the telescope is about 2° 10′; this being the largest angle that could be measured, the following bases were, therefore, the longest that could be taken at corresponding distances.

For distances up to	½ mile,	the base was	60	feet.
"	" 1 "	"	200	"
"	" 2 miles	"	400	"
"	" 3 "	"	600	"
"	" 4 "	"	800	"

The bases were, when practicable, placed at right angles to the line of sight. Their extremities were marked by straight poles, the bark of which had been peeled off every alternate foot, and a square of black and white cotton was tacked to the top of the poles. The telescope is powerful enough to show these for a distance of several miles.

NUMBER AND LENGTH OF TANGENTS BETWEEN ATLIN AND TESLIN LAKE.

At the astronomical station established on the east shore of Atlin lake, observations for azimuth were made, and my first trial line started at an angle of 90° with the meridian. It was produced on that bearing to a point 3·83 miles east of the station. The point is 3,700 feet above the sea, and is on the northern slope of a group of granitic mountains which rise on the east shore of Atlin lake, and are south of the line and nearly parallel to it. From here, the trial line was deflected north at an angle of 11′ 30″, and produced 7·10 miles farther to astronomical station A, which was found to be 163 feet north of my trial line. I had, however, been informed that the position of this monument was erroneous, and that it should be 57½ feet farther north. I, therefore, moved it, thus making the total offset or station-error 220·5 feet north of my trial line. The distance between the astronomical station on the east shore of Atlin lake and station A is 10·93 miles; thirteen posts and mounds were erected on this portion of the line.

Only one important valley is crossed in that distance; where it is intersected by the line it is 850 feet wide; its banks are high and very steep and are in places denuded of trees, but terminate in terraces so thickly timbered with small pine as to be impassable. The stream in the valley flows towards the north and feeds the numerous lakes which dot the low and swampy country to the north of the line. Station A is marked by an iron post three feet long, and three-quarters of an inch in diameter; driven flush with the ground and alongside of it is a long wooden post, around which a mound of earth five feet square was built. This monument stands on the top of a ridge, running north and south, and between two lakes which are intersected by the line. The western lake is an expansion of the stream which flows northerly through

Happy valley. Where the line intersects the valley, its width measured between the crest of the hills is less than three-quarters of a mile whilst the bottom-lands are scarcely one thousand feet wide. The hills on the east side of the stream are steep, and furrowed by ravines with bare sides ; they rise 250 feet above the stream and terminate in a terrace ; those on the west side are not quite so high but are thickly timbered.

The stream which flows through Happy valley may be described as a succession of small lakes, or ponds, connected by short stretches of river flowing swiftly over a stony bottom ; the water is dark brown in colour, showing that the head waters of the stream and its tributaries drain extensive swamp areas. Grass is plentiful along the river bottom, marshes, and lakes, and is also in abundance on the eastern hillsides which are denuded of timber. The high grass along the marshes and ponds grows so rank that it is not nutritious ; the pack animals do not eat it, but prefer the short bunch grass on the hillsides. There are many beautiful varieties of flowers in this part of the country. The ponds are frequently covered with white and yellow water lilies, while on the hillsides are great patches of bright colours. I noticed two varieties of wild roses, they were in bloom in July. A beautiful bright blue flower, with leaves resembling the clover leaf, only a little longer, is seen everywhere and is in bloom all summer. There is also the Epilobium angustifolium, the common fire-weed, that springs up on the burnt hillsides and covers acres with pink blossoms. I also noticed blue and yellow violets, anemones, iris, asters, potentillas, pyroleas, all of which flourish in the woods in the vicinity of Ottawa.

We remained two days in Happy valley to give our horses a well deserved rest. In the meantime, some of the party prepared a cache, while others explored for a practicable way over the hills to the east of us, and I was busy myself observing for the next trial line from station A.

Happy valley is well named. Surrounding our camp was an extensive flat with groves of pine and poplar, and just in front of us, the river expanded into a lake, fairly alive with fish. North of us the valley opened, and we had the benefit of a cool breeze, a welcome protection against the mosquitos which had tormented us since our departure from Atlin. Close to our camp was a spruce bough tepee, the winter house of some hunters. No practicable route across the hills to our next camp having been found, I decided, though it would be a long and circuitous way, to follow Happy valley for four or five miles in a south-easterly direction, and then endeavour to enter the valley of one of its tributaries flowing south, and which is intersected by the 60th parallel about one mile and three-quarters east of station A. The position of station A being now correctly established, the survey of the second section of the boundary was begun. The first tangent east of station A was run to a point 6·13 miles distant ; here the line was deflected north 18′ 20″, and produced a distance of 12·80 miles where a deflection amounting to 20′ north was made. On being run 3·95 miles farther east it struck 52 feet south of astronomical station C. I had been instructed to move this station 81 feet north, in order to place it in correct position. This made the total station-error at this point equal to 133 feet; the monument in this case is also north of my trial line. The distance between stations A and C is twenty-four miles, and 24 posts define that portion of the line.

This section of the boundary follows for some distance the axis of the drainage system between the waters of Gladys lake and those flowing north and ultimately into Teslin lake. Gladys lake is a fair-sized sheet of water emptying into Teslin lake ; it is in a depression bearing northwest and southeast, and its western extremity, which is the nearest point to the boundary, is five miles south of the line. When twelve miles and a half east of station A, I established my camp near the eastern extremity of Proulx lake, the most easterly of two narrow lakes of nearly the same size, each about one mile and a half long, and lying in close proximity to each other. I have called the second one Chabot lake ; both are named after two of my men. The supplies we had brought from Atlin were now nearly exhausted, and it became imperative to procure more ; we were then less than 40 miles from Surprise city,

where, during my stay in Atlin in the early summer, I had arranged with Mr. D. H. McDonald to bring my supplies. It was on these that we now depended to carry on the survey. I had been informed that there was a fairly good trail leading from Gladys lake to the head of Surprise lake, but no well defined road around the lake to Surprise city, a distance of about 20 miles. I had in consequence shipped a canvas boat with my outfit, in which I could have my supplies brought to the trail at the north extremity of Surprise lake, in case I found it impossible to reach Surprise City with the pack animals. In order to locate the bearing of Gladys lake from our camp near Proulx lake, I ascended the top of the highest mountain in the range which separates the valley of Proulx and Chabot lakes from that of Gladys lake. From the summit (1,200 feet above our camp) I had a very good view of the surrounding country, and noticed that towards the east the range came to an end, and I could perceive beyond it a valley running south, and which I thought might connect with that of Gladys lake. Upon further examination it was found that there was so much fallen timber in the valley that it would be impossible to take the horses through, so we chose a narrow and higher passage between the east end of the range and an isolated hill, which bore nearly east of our camp. Before reaching the summit of this pass, we had to go through a wide belt of thick brush. From the summit we turned in a southerly direction, and began a gradual descent towards the valley, which would ultimately bring us near the west extremity of Gladys lake. To reach the narrows, where the crossing to the opposite shore of Gladys lake is effected, we kept well above the timber belt which grows along the north shore of the lake. We swam the horses across the narrows, and pitched our camp on the extremity of a narrow and sandy point, a mile long, and which divides the lake into two unequal parts. A raft was built to be used on the return trip to cross our supplies. A mile south of our camp, we struck the government trail; it has been carefully blazed and could easily be followed. From Gladys lake it runs along the east side of Consolation creek. There is only one steep hill on this route before the summit is reached; then the descent towards Surprise lake begins, and the trail is good all the way. Here it follows the left bank of a stream flowing into Surprise lake.

Along Consolation creek the ground has all been staked by miners, but very little developing has been done on the claims.

We reached the head of Surprise lake on the night of August 23, having crossed the divide between Gladys and Surprise lakes early in the day. The head of the lake, where we pitched our tents, must have been a favourite camping ground for the miners, as a considerable clearance has been made by them in cutting firewood.

I started for Surprise City with three men and two boats, one of which was an old canvas boat we found partly imbedded in the sand, and repaired. Two other men, with the pack animals, were to follow the east shore of Surprise lake and join us at the trading post, but they had not gone more than five miles when the trail became so indistinct that they missed it altogether, and coming to some low flats, were unable to proceed any farther. These flats are boggy and covered with tufts of grass growing in water and mud twelve to eighteen inches deep. Travelling over this had so exhausted the horses that they had to be taken back to the camp at the head of Surprise lake, where feed for them could be got.

On my arrival at Surprise City, I found that the agreement which I had entered into with Mr. D. H. McDonald for the transportation of our supplies from Atlin City to the foot of Surprise lake had been only partially carried out. My canvas boat had not been brought over, and I was obliged to dispatch a messenger to hurry its delivery, for as our horses had not arrived, I suspected that the packers were unable to make their way around the lake.

Two days later we started with loaded canoes for our camp, but when about half way, a severe storm arose, and we were compelled to put ashore. In the evening of the second day of the storm the wind abated, and we continued our trip, arriving at

the camp early next morning. On September 10, we retraced our steps to the main camp on the boundary.

The survey of the line was now resumed, and by successive stages was brought to astronomical station C.

Most of the hills crossed by this section of the boundary are covered with groves of pine intermingled with spruce, but the trees are small and in many places have been uprooted by the wind and scattered in every direction, showing the small depth to which their roots reach, and the great force of the wind which at times sweeps over this country.

One mile and a half east of astronomical station A, a tributary of the stream flowing through Happy valley is crossed, it heads from the north and flows through a narrow valley. Another stream is crossed about four miles east of station A. It is in places fifty feet wide with frequent expansions into lakes which abound with fish. Pike of large size were caught here with the net.

We had now only to connect astronomical station C with station D. The latter station is near the west shore of Teslin lake. Two deflections were made on this section : the first one was 8′ 15″ to the north and 2·75 miles east of station C ; the second deflection was made 6·61 miles still farther east and 11′ 40″ to the north. A further distance of 4.09 miles towards Teslin lake brought the trial line to station D which was found 552 feet south of my line. As this station-error is somewhat larger than any found on the Atlin and Teslin section of the line and is to the south, it is probable that the great mass of the isolated Dawson Peaks, lying some distance south of the line, may cause a deflection of the plumb-line at that point.

The boundary between stations C and D is defined by fourteen monuments erected in a distance of thirteen miles and a half.

Several watercourses are crossed by the line in this section of the boundary, but they are unimportant. The character of the country varies from rolling and somewhat rocky hills to broad marshy areas extending up to the western slope of Dawson Peak. The timber is quite scattered in places, but in other places, it is very thick ; it is of little value, being mostly small and scrubby, and the greater part dead or partially so. Travelling with horses in this section is very difficult as the country is nearly all swamp and frequently covered with deep moss and hummocks through which the pack animals continually flounder.

During the months of June, July and August, the weather was almost perfect with very little rain, but in September, continuous rain and even snow storms occurred, and by October 9, when we reached Teslin lake, winter set in. The highest peaks in the neighbourhood had for several weeks been covered with fresh snow, and at each storm the snow crept lower and lower till now it had reached the low lands which were covered to a thickness of ten inches, with no chance of its disappearing this season. The survey being now so far advanced, I desired very much to complete it, although I was not well prepared for the cold season and had no intention of wintering in the country. The work that remained to be done was to open the line through the forest on the return trip. This was the most arduous part of the work and the slowest, but with my party reorganized and reinforced by men who had spent several winters in the country and were accustomed to the only kind of food to be obtained here, I felt greatly encouraged to make the attempt to finish the survey. For several days the weather, though cold, kept fair, and we were able to complete the marking of the line between Teslin lake and Dawson Peak and bring our horses and outfit across the mountains before the deep snow rendered this impossible.

The pack animals suffered greatly through the cold weather and the scarcity of good feed, so when near Teslin lake, they were allowed to roam at liberty for a few days along the foot of the western slope of Dawson Peak, while the line was being opened through the forest of balsam, pine and spruce, which thickly covers the country in this vicinity and extends far to the westward.

On the eastern slope of Dawson Peak, and as far east as Teslin lake, nearly all the timber has been fire-killed and the ground in the valley is now covered with a new growth of poplar, birch, and scattered clumps of pine. The lower slopes of the mountain are strewn with windfalls and in places covered with thick willows. On the steep side of the mountain, the brush, mainly alders, grows in a dense mass fifteen feet or more in height, and is twisted and intertwined in an indescribable tangle. The heavy snows of winter bend these bushes down to the ground and give them such a set that when the snow disappears in the spring, they stand out from the ground at an angle of about 40°. As may be imagined, it requires considerable effort to get through this brush on a slope so steep as to scarcely afford a footing, where one is constantly falling, stumbling or grasping at rose bushes and thorny currant bushes.

As soon as the line had been cleared on both slopes of the mountain, I made the ascent of its northern spur (the one crossed by the boundary) in order to photograph it. It was a remarkably bright day for the season; the atmosphere was clear and the high snow-covered peaks were clearly defined against the deep blue sky. I succeeded in taking two photographs of Dawson Peak.

Now that work in this vicinity was completed, the survey of the boundary made favourable progress. A few men were kept on the trail breaking a road for the horses through the snow, and shifting camp, while the others cleared the line and built the monuments. The lakes and morasses were now frozen, and thus greatly facilitated our progress. The cold was uniform and dry, and there was very little wind. It snowed to some extent almost every night; the trees were, therefore, loaded down with snow, which made the work of clearing the line a very disagreeable one. Daylight was very short, and the mornings so foggy that it was difficult to use the transit on the line, and impossible to use the camera to advantage. The survey, however, progressed so well that on December 4, we were back at our main camp and cache near Pronlx lake. One half of the line still remained to be cleared and posted. The outlook was most discouraging. Snow lay very deep on the ground and the grass was becoming poorer and scarcer as the season advanced. The horses began to display alarming signs of weakness, their loads in consequence had to be made lighter. By the time we reached station A, two of our horses had dropped exhausted along the road, and attracted the wolves which from that time on followed us closely and made the nights hideous with their howling.

Our next objective point was Atlin lake, which was reached on December 19, thus bringing to completion the survey of the whole line between Teslin and Atlin lakes.

PHOTOGRAPHIC WORK.

In order to obtain a complete and continuous pictorial record of the work done on the boundary line and to illustrate, in connection with the map, the topographical features of the region traversed, one hundred and fifty photographs were taken.

The photographing, which had to be done only on the true line, was begun on October 15 and continued to December 19, and was performed under most difficult circumstances. There was generally a total absence of sunshine, and with few exceptions the atmosphere was foggy; on some occasions photographs were taken when light snow was falling.

The time of exposure given to the plates varied according to circumstances from one to eight minutes, with stop 18.

The topography of the section of the boundary last surveyed is in marked contrast to that extending from Lake Bennett to Atlin Lake. The latter section is very rugged and mountainous, while the former is broken only by low hills, generally timbered to the top, and at no higher altitude than 4,800 feet above the sea level. It did not, therefore, offer any great difficulties as to high ranges, but on the other hand, it was covered with a dense forest of pine and spruce intersected by numerous

morasses lying between the low ridges frequently crossed by the boundary. The largest timber seen averages about eighteen inches in diameter ; it is found only in spots. In a country so little known and with so many natural obstacles and hindrances to travel, the transportation of the requisites of camp life is always a difficult problem to solve. As soon as we started across the country stretching between Atlin and Teslin lakes, many difficulties were encountered. If a sufficient number of pack animals had been at first available, we would have been able to travel more rapidly. As it was, we had at the start to double the trips, for in such a country, no animal can be loaded to his full carrying power. As the country has been very little travelled, no trails or paths of any description have been cut ; we had, therefore, to make our own trails all the way to Teslin lake, which was another cause of delay to us. Over a large portion of the route the ground had to be cleared of fallen timber ; the trails had also to be cut at least six feet wide to allow the pack animals, with their packs, to pass without continually striking them against the trees, thus tearing everything, as well as bruising their backs ; besides, the marshes and small lakes made our course very winding at times.

Some time previous to our return to Atlin lake, the extra consumption of food due to the hard work and cold weather, had necessitated my sending men to Atlin City again to procure more supplies for the party, and also grain for the horses. The freighters in bringing these supplies were compelled to use dog-teams, as the ice on the lake was not safe for horses ; on their return trip, the freighters took part of our outfit back to Atlin City.

The survey of the boundary having been completed by December 17, preparations were made for the trip to Atlin City, twenty-five miles from the boundary. It took us four days to cover that distance. On December 24, a portion of the men were paid off, the outfit stored for the present in Atlin, and the horses sold for what they would bring, as it was useless to try to winter them in this country, where oats could only be bought at an exorbitant price, and hay could not be procured at all.

We left Atlin City for Log Cabin on December 26 ; our route, a new one to me, was through Golden Gate, and across Taku Arm, thence by Otter lake to the summit, a distance of 45 miles. Dog teams were used on the trip ; it was my first experience in travelling with dogs. In our train we had six dogs of different breeds pulling a load of 450 pounds, made up of surveying instruments, photographic plates and personal baggage. It being early for winter travel over the lakes, no parties had preceded us for some days, so that we were obliged to break a road, which was difficult, as the crust on the snow did not sustain our weight or that of the loaded sleds. Besides this, several inches of water on the ice caused the under side of the sleds to become loaded with ice, which so increased in bulk and was such a drag through the snow, that frequent stops had to be made to chop it off. From the west end of Otter lake to Log Cabin the country is hilly ; the driver frequently found it necessary to help the dogs over places by pulling on the load himself. The dogs pulled very well together over level ground, but failed to do so in broken or hilly country. We reached Log Cabin on December 31, and from here went to Skagway by rail. We had to wait several days in Skagway while repairs were being made to the steamer *Danube*, whose hull had been damaged by an iceberg.

On January 22, I arrived in Ottawa, where I have since been preparing my returns.

I have the honour to be, sir,

Your obedient servant,

ARTHUR SAINT CYR, *D.L.S.*

APPENDIX No. 24 TO THE REPORT OF THE SURVEYOR GENERAL.

Examination Papers of the Board of Examiners for Dominion Land Surveyors.

PENMANSHIP AND ORTHOGRAPHY.

Time, 3 hours.

Composition of not less than 200 words ; one mark will be deducted for each word less than 200.

Give an outline of the climate of the North-west, and also of the physical characteristics, natural resources and capabilities of the country.

ARITHMETIC.

Time, 3 hours.

	Marks.
1. Add $21\frac{1}{2}$, $35\frac{1}{4}$, $\frac{10\frac{2}{3}}{2\frac{2}{3}}$, and $\frac{7}{12}$.	10
2. Reduce $\frac{1}{4}$, $\frac{7}{12}$, $\frac{2}{3}$ and $\frac{3}{16}$ to their least common denominator.	10
3. How many bricks, 8 inches long, 4 inches wide, and 2 inches thick, will it require to make a wall 25 ft. long, 30 ft. high and 30 inches thick ?	10
4. Multiply $1{\cdot}735$ by $\cdot 47053$.	10
5. Extract the fourth root of $\cdot 0076542$ by logarithms.	10
6. Multiply 748, $3{\cdot}1416$, $\cdot 05679$ by logarithms.	10
7. A bicycle wheel turns 658 times in a mile ; what is the diameter of the wheel ?	10
8. A sphere of radius r has the same volume as a right cone with base of radius r ; what is its height ?	10
9. To what power must $1{\cdot}06$ be raised to equal 2 ?	10
10. A sphere has a radius r, a right cylinder radius r and height r ; what must be the relative specific gravity of the two that they weigh alike ?	10

ALGEBRA.

Time, 3 hours. Marks.

1. Solve $\frac{5x-1}{7}+\frac{9x-5}{11}=\frac{9x-7}{5}$ 11

2. If A can perform a piece of work in 8 days, and B in 10 days, in what time will they perform it together? 11

3. The sum of two numbers is 5760, and their difference is equal to one-third of the greater; find them. 11

4. Solve the simultaneous equations $x+y+z=a+b+c$ $bx+cy+az=cx+ay+bz=ab+bc+ca$. 11

5. $\frac{2x-3}{3x-5}+\frac{3x-5}{2x-3}=\frac{5}{2}$ Find x 11

6. Find two numbers such that their sum may be 39, and the sum of their cubes 17199. 11

7. Simplify $b+\cfrac{a}{\cfrac{c}{d+e}}$ 11

8. What are eggs a dozen, when two more in a dollar's worth lowers the price one cent per dozen. 11

9. Solve $x+y=4$, $x^4+y^4=82$.

PLANE GEOMETRY.

Time, 3 hours. Marks.

1. Construct a triangle equal to a given rectilineal figure. 14

2. To find the side of a square equal to a given rectangle. 14

3. Find the shortest chord which can be drawn through a given point within a circle. 15

4. Draw a common tangent to two given circles. 15

5. In a given circle inscribe an equiangular triangle. 14

6. Describe a regular octagon about a given circle. 14

7. Prove that a circle can be inscribed in any rhombus. 14

PLANE GEOMETRY.

Time, 3 hours.

	Marks
8. To find a mean proportional between two given straight lines.	17
9. The sum of the squares on the sides of a parallelogram is equal to the sum of the squares on the diagonals.	17
10. Similar triangles are to one another in the duplicate ratio of their homologous sides.	17
11. The perpendiculars drawn from the angles of a triangle on the opposite sides meet at the same point.	17
12. Describe a circle which shall touch a given straight line, and pass through two given points.	17
13. From a given circle to cut off a segment containing an angle equal to a given rectilineal angle.	15

PLANE TRIGONOMETRY.

Time, 3 hours.

	Marks.
1. Give an equivalent expression for $\tan A + \tan B$.	12
2. Show that $\sin 3A = 3 \sin A - 4 \sin^3 A$.	12
3. Deduce formula for finding the two angles, when two sides and the included angle are given.	12
4. Find value of $\sin 75°$.	12
5. Show that $\tan (A + B) = \dfrac{\tan A + \tan B}{1 - \tan A \tan B}$	12
6. The upper two thirds of a flag staff breaks off, while one end rests on the stump and the other strikes the ground at the end of the shadow cast by the staff at the preceding noon. What was the altitude of the sun?	12
7. In a triangle ABC we have $a = 24$ $b = 36$ $C = 54°$. Solve the triangle.	14
8. The three sides of a triangle are 8, 10, 12; find the angle opposite the longest side.	14

SPHERICAL TRIGONOMETRY.

Time, 3 hours.

	Marks.
1. Prove $\cos a = \cos b \cos c + \sin b \sin c \cos A$.	16
2. Deduce one of Napier's analogies.	17
3. Given three sides of a triangle, deduce formula for finding one of the angles.	17
4. Discuss the ambiguity that may arise when three parts of a triangle are given.	16
5. Given $A = 70° 14'$, $B = 56° 34'$, $a = 52° 10'$; find b.	17
6. Given $A = 60°$, $B = 70° 10'$, $C = 80° 20'$; find a.	17

MENSURATION OF SUPERFICIES.

Time, 3 hours.

	Marks.
1. The sides of a triangle are 3·67 chs., 5·43 chs., and 6·25 chs. What is the area?	14
2. From the above half an acre, triangular, is cut off by a straight line parallel to the shortest side. Find where the dividing line cuts the two sides.	14
3. A right cone, radius of base 10 inches, height 15 inches. What is its total surface?	14
4. What is the radius of the sphere having the same surface as the above cone?	15
5. An equilateral triangle, square and circle have each the same area. What are their relative perimeters?	15
6. In a quadrilateral in which the opposite angles are supplements to each other, the sides are 7, 8, 9 and 10 chains respectively. Find the area.	14
7. Two circles of 5 and 7 inches radius respectively, have their centres 10 inches apart. What is the area common to them?	14

(LIMITED EXAMINATION.)

1st Paper—Time, 3 hours.

	Marks.
1. Write a short description of the mineral resources of your province.	20
2. Given the logarithm of 2 = ·3010300 and of 3 = 4771213. What are the logarithms of 16 and 54; also of 45?	7

SESSIONAL PAPER No. 25

3. The product of two numbers whose difference is 6 equals 17947. Find the numbers. 7

4. $3^{x+1} + 9^x = 84$. Find x. 8

5. The difference of the squares of two numbers is 120, and their product is 221. Find the numbers. 7

6. $3a + 2b - 2c = 10$
$a + b - c = 3$
$4a - 3b + c = 7$. Solve. 7

7. Prove geometrically $a^2 = b^2 + c^2 - 2bc \cos A$. 7

8. Describe an isosceles triangle having each of the angles at the base double of the third angle. 7

9. Find the locus of the middle points of any system of parallel chords in a circle. 7

10. Prove that the angle made by a chord with the tangent at its extremity is equal to the angle in the opposite segment. 7

11. The area of a circle is 50 sq. inches; what is the area of the inscribed hexagon? 8

12. If a straight line be divided into two equal and also into two unequal parts, then the sums of the squares on the two unequal parts equals twice the square on half the line together with twice the square on the line between the points of section. 8

EXAMINATION FOR ADMISSION AS ARTICLED PUPIL.

(LIMITED EXAMINATION.)

2nd Paper—Time, 3 hours. Marks.

13. Deduce the general formula $\cos a = \cos b \cos c + \sin b \sin c \cos A$. 10

14. Give Napier's rules for the solution of spherical right angled triangles. 10

15. In a plane triangle, given two sides and the included angle deduce formulae for finding the other angles. 10

16. In a spherical triangle, given two sides and the included angle, deduce formulae for finding the other angles. 10

17. The volume of a sphere is r^3 inches and is equal to the volume of a right cone whose height is equal to the diameter of its base. What is the radius of the base of the cone? 10

18. The sides of a field are 12, 13, and 15 chains; what is its area? 10

19. In a plane triangle $a = 17$, $b = 21$, $C = 72°$; find c. 10

20. In a spherical triangle $a = 21°$, $b = 30°$, $c = 43°$; find A. 10

21. What quantity of canvas is necessary for a conical tent, the altitude of which is 9 feet and radius of base 5 feet. 10

22. Give formulae for surface of a circle, sphere, cone, cylinder and triangle. 10

Full Examination for Admission as Surveyor.

ALGEBRA.

Time, 3 hours.

	No. of Marks.
1. What is an axiom? Give those generally accepted in Algebra.	8
2. Add $ax+by$ and $bx+ay$.	
3. Multiply $(a+b$, $(a-b)$, (a^2+ab+b^2) and a^2-ab+b^2 together.	8
4. Show that $\frac{a^{m-n}}{1} = \frac{1}{a^{n-m}}$. What principles would you infer from this relation?	8
5. Divide $x^m y^n$ by $x^{\frac{m}{2}} - y^{\frac{n}{2}}$; give the first four terms.	8
6. Factor the following: $x^2+13x+42$, $x^3+x^2y+xy^2+y^3$ and $a^{16}-b^{16}$.	12
7. Reduce $\frac{(a+b)^4-(a-b)^4}{8ab}$	8
8. Add $\frac{a}{a-b}$, $\frac{b}{b-c}$, $\frac{c}{c-d}$.	8
9. Reduce $x^2-xy+y^2+\frac{3x^2y+3xy^2}{x+y}$.	8
10. Multiply $\frac{b^2x^4-b^6}{x^2-2bx+b^2}$ by $\frac{x^2-b^2}{bx^2+b^3}$	8
11. In the composition of a certain quantity of gunpowder, $\frac{2}{3}$ of the whole plus 10 lbs. was nitre; $\frac{1}{6}$ of the whole minus $4\frac{1}{2}$ lbs. was sulphur, and the charcoal was $\frac{1}{7}$ of the nitre minus 2 lbs. Find the quantity of the powder, and also the quantity of each of the ingredients.	8
12. A sets off from Montreal to Quebec, and B at the same time from Quebec to Montreal, each travelling at a uniform rate. A reaches Quebec 16 hours, and B reaches Montreal 36 hours after they have met on the road. Find in what time each has performed the journey.	8

PLANE GEOMETRY.

Time, 3 hours.

	Marks.
1. Prove geometrically $(a+b)^2 = a^2 + 2ab + b^2$.	18
2. Divide a given straight line in mean and extreme ratio.	18
3. Prove geometrically $(a+b)^2 + (a-b)^2 = 2(a^2+b^2)$.	19

4. Prove that the sum of the angles in a triangle is equal to two right angles. 19

5. Show that if in a circle, centre O, AB and CD diameters at right angles to each other, CO bisected at E, EA joined, EF cut off equal to EO, with centre A radius AF a circle be described cutting the other circle in G and H, then is GH the side of an inscribed pentagon in the given circle. 19

6. The circle cutting the middle points of the sides of a triangle also passes through the feet of the perpendiculars drawn from the angles to the opposite sides. 19

7. The perpendiculars drawn from the angles of a triangle to the opposite sides meet in a point. 19

8. Describe a circle which shall touch a given straight line, and pass through two given points. 19

SOLID GEOMETRY.

Time, 3 hours. Marks.

1. Define right cone, oblique cone, dihedral angle, regular polyhedron, similar, solid figures, inclination of a straight line to a plane, pyramid, cylinder. 12

2. If three straight lines meet all at one point, and a straight line stand at right angles to each of them at that point, the three straight lines shall be in one and the same plane. 12

3. If two parallel planes be cut by another plane, their common sections with it are parallel. 12

4. If a solid angle be contained by three plane angles, any two of them are together greater than the third. 12

5. Within the area of a given triangle lies another triangle: show that sum of the angles subtended by the sides of the interior triangle at any point not in the plane of the triangles is less than the sum of the angles subtended at the same point by the sides of the exterior triangle. 12

6. A cylinder five inches long and two inches in diameter is capped at one end by the segment of a sphere of radius two and a half inches, and at the other by a cone of height two inches. Determine the point where this solid should be cut to make the two pieces

(1) of equal volume,
(2) of equal surface. 15

SPHERICAL TRIGONOMETRY.

Time, 3 hours. Marks.

1. To find the fundamental relations between the trigonometrical functions of the three sides, and the three angles of any spherical triangle. 18

2. Give Napier's analogies, and prove Napier's rules for the solution of right-angled spherical triangles. 17

3. Show that $\cos a \sin b = \sin a \cos b \cos C + \sin c \cos A$. 18

4. The sides of a spherical triangle are each 111° 28′, find its area. 18

5. In a right-angled spherical triangle the hypotenuse is 44° 35′ and one of the other sides 1° 14′ ; find the two angles. 18

6. In a spherical triangle $a = 83° 40'$, $b = 1° 14'$, $C = 111° 13'$; find B. 18

7. Discuss fully the ambiguity that exists when two sides and an angle opposite one of them are given as data to solve the triangle. 18

MEASUREMENT OF AREAS AND SUBDIVISION OF LAND.

Time, 3 hours. Marks.

1. The following are the notes of a survey of a quadrilateral piece of land :—

Station.	Bearings.	Distances.
1	N. 52° 00′ E.	10·63 chains.
2	S. 29° 45′ E.	4·10 "
3	S. 31° 45′ W.	7 69 "
4	N. 61° 00′ W.	7·13 "

Find the area by the method of Latitudes and Departures, first 'balancing' the courses. 25

2. Express the conditions necessary for a closed survey by two equations.

(*a*) And from them show what missing data in a survey can be supplied.

(*b*) How does the supplying of missing data in a survey affect 'balancing' the survey. 25

3. The centre line of a half-mile race track is composed of two parallel tangents, 10 chains apart, joined by two semi-circles. The track is 30 ft. wide ; what is its area ? 25

4. In a quadrilateral with sides 6, 7, 8 and 9 chains, the angle between 6 and 7 is 60° ; what is the area of the figure ? 25

MEASUREMENT OF AREAS AND SUBDIVISION OF LAND.

Time, 3 hours. Marks.

5. What is the azimuth of the straight line, starting from the N. E. corner of Section 36, T. 12, R. IV., which cuts off one quarter of that section? 20

6. In a triangle ABC, $AB = 13$, $BC = 11$, $AC = 8$ chains. On AB, 5 chains from B, the straight line to bisect the area is to start. What is the length of the dividing line? 20

7. To divide a triangular field into two equal parts by a line drawn in any given azimuth. 20

8. To divide a triangular field into two parts in a given ratio as m : n by the shortest possible line. 20

9. In a circle, half a mile circumference, what is the length of the chord which cuts off one-quarter of the area? 20

DESCRIPTIONS.

Time, 3 hours. Marks.

1. A man sells the north-west quarter of Section 12, Township 9, Range 3 west of 4th Initial Meridian. Make a description of the part sold for insertion in a deed. 20

2. Off the above were sold four acres in the form of an equilateral quadrilateral adjoining the northern and western section lines; make the necessary description for conveyance. 20

3. Through the above section a railroad runs on a tangent, and for it lands 50 feet on each side of the centre line have been appropriated. The centre line cuts the northern boundary 17 chains and the western boundary of the section 24 chains from the north-west corner of the section. Make a description for a deed of the north-west quarter of the section exclusive of railroad. 20

4. A man buys off the above section a piece of land in form of a parallelogram, having a frontage of 100 feet on the northern boundary of the section and 200 feet on the western boundary. Make a description for a deed of the piece sold. 20

5. Draw up a settler's declaration of occupation. 10

6. Draw up an assumed evidence regarding the position of a lost corner post which it is desired to re-establish. 10

ASTRONOMY.

Time, 3 hours.	Marks.
1. Define declination, right ascension ; solar, mean and sidereal time ; parallax, refraction and azimuth.	16
2. Define equation of time. Explain the cause of its variation. A graphical representation may be given.	16
3. In latitude 45° 25′ N., longitude 5 02^m 50^s what is the standard time at western elongation of Polaris on Feb. 20, 1901 ?	16
4. For the same place and date what is the time of sun-rise ?	16
5. For the same place and date when was the observed altitude of the sun's lower limb 10° in the forenoon ?	16
6. For the same place the observed altitude of a star on the prime vertical was 52° 17′; what was the declination of the star ?	16

ASTRONOMY.

Time, 3 hours.	Marks.
7. On an exploratory survey, linear measurements are made with a micrometer, and angular ones with transit; by what astronomic observations can the survey be checked ? Explain fully the manner of observing and reducing the observations.	18
8. An observation for time is made on the 2nd Base Line 17·34 chs. west of the north-east corner of S. 34, Range 4, west of 3rd Initial Meridian, and the error of the mean time chronometer was found to be 18^m 32^s 5 slow, and a daily gaining rate of 2^s 5. Ten days afterwards, on the same base line, after projecting it westward, another observation for time was taken and the chronometer found to be 13^m 14^s 0 slow. Give position on section line where the latter observation was made.	17
9. On Feb. 20, 1900, in latitude 45° 25′, longitude 5^h 02^m 50^s the observed altitude in the forenoon of the sun's lower limb was 28° 14′, the horizontal circle reading of its centre 213° 17′, and of the reference object 86° 42′; what is the azimuth of the latter ?	18
10. At the 3rd Initial Meridian on the 4th Base Line, the base line was projected westward at its proper azimuth; at 18·24 west of the north-east corner of Section 32, Range 1, the azimuth was found to be 89° 57′ 30″. What was the azimuth error ?	17
11. In question 9 what was the sidereal time of observation ?	17
12. On Dec. 21, 1900, in approximate longitude of 6 30^m W., the observed meridian altitude of the sun's upper limb was 18° 04′ 30″. What is the latitude of the place of observation ?	17

APPENDIX No. 25 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF THE GEOGRAPHER.

DEPARTMENT OF THE INTERIOR,
OFFICE OF GEOGRAPHER,
OTTAWA, August 27, 1901.

The Surveyor General,
Ottawa.

SIR, I have the honour to report as follows on the work of my office during the past two years :—

As, prior to my appointment, July 1, 1899, the geographer had no assistants my first endeavours were directed to obtaining an efficient staff and furniture, instruments, &c., for a well equipped geographical branch, which I am pleased to report, I have been able to do. The offices rented in the Thistle Chambers have already proved inadequate, and the enlarged accommodation in the new building on Metcalfe Street will be a welcome relief. At the present time the number of maps and plans is increasing at the rate of about 1,000 per annum, and though the rate will undoubtedly decrease in the near future still the annual increment calls for increased cupboard room for storing them and for systematic arrangement. A card catalogue of the plans is in contemplation and will be commenced as soon as possible.

Mr. J. E. Chalifour has compiled sheets 1, 2, 3, 4 and part of sheet 7 of the large Dominion map. He has also prepared for the engraver the tracing of the small Dominion map.

Mr. W. J. Graham has compiled sheets 5, 6 and 7 of the large map of Canada, and also profiles of some of the more important railway lines.

Mr. H. A. Baine was appointed May 13 of the current year, and has compiled four maps for the new Atlas of Western Canada now in the press.

Mr. H. Taché has prepared most of the cards for the Dictionary of Altitudes, and has also been employed in the compilation and reduction of plans for the large Dominion map.

Mr. G. E. Dumouchel has been employed in the preparation of reductions for the Dominion map.

Mr. N. W. Sharon was appointed June 18, and has been tracing MSS. plans on file in other departments.

Mrs. D. E. Waine was transferred from the secretary's branch, May 2, and has since been employed as stenographer and typewriter. She has also completed the card index for the Dictionary of Altitudes.

In view of the many occasions on which a general map of the Dominion or special maps of provinces or other districts are required in connection with the reports of the various departments it was decided to commence a trustworthy compilation of all authentic geographical data, and subsequently maintain them by the addition of the results of new surveys and explorations. These maps will be available at any time as a basis on which to represent railways, telegraph lines, geological features, economic resources or other facts which it is desired specially to illustrate.

It has up to the present time, been the usual practice, when maps of the kind just alluded to have been required, to have special compilations made and maps drawn for the purpose—a mode of procedure not only causing loss of time but resulting also in the needless expenditure of considerable sums of money while the results, from a geographical point of view, have been far from satisfactory. Old errors have in too many

instances, been perpetuated while recent surveys which might, very advantageously, have been utilised have frequently been ignored. The time spent in reproducing, on the new scale, former compilations is to a large extent wasted and the labour and cost thus involved might much better have been expended on the fundamental revision of the longitudes, latitudes and geographical features which, if properly carried out, would—over extensive districts—then remain practically accurate for many years.

The difficulty met with in the compilation of such maps arises largely from the number of sources from which information must be sought, rendering it practically impossible for the compiler of a given map—probably pressed to complete his work at a certain date—to consider, collate and familiarize himself with all. Thus, in the North-west Territories, within a comparatively limited district, surveys made under the following branches may have to be included :—Topographical Surveys Branch, Geological Survey, Timber and Mines Branch, Department of Railways, Indian Department, &c. In the older provinces this is additionally complicated by surveys under provincial government auspices, surveys by the Public Works Department and railway companies, charts of the coast by the Admiralty and Department of Marine and other minor surveys not necessary to particularise, all of which have to be consulted for recent additions and changes before maps with any claim to represent the actual state of geographical information can be drawn. It is therefore evident that the construction of these standard maps will not only result in greatly improving the character of those now available, but will also, in so far as the government's departments are concerned, be the means of effecting a substantial economy.

The Standard General map consists of 8 sheets, 25 inches by 26, making, when joined together, a map 8½ feet by 4½. It is now nearly completed, and the last instalment of 'copy' should be ready by the end of August.

The Standard Topographical map will consist of about 50 sheets, 26 inches by 19, to include 3 degrees of latitude and the same of longitude, on a scale of 8 miles to an inch. These sheets, like the General map, will be engraved on copper, that alterations and connections may be made at any time by 'beating up' portions of the surface and re-engraving them and from which 'transfers' can at any time be obtained for reproduction by lithography. While in its essence chiefly topographical, it will show international, provincial, county, township and other fixed boundaries, together with railways, roads, cities, towns, post offices, &c., while boundaries of electoral and military districts, with other such lines likely to be altered from time to time, will be inserted, when required, on the transfers. Special information, such as colonization and mining areas, Indian reserves, timber limits or tracts, geology, postal routes, &c., can be added on the maps for the Interior, Geological Survey, Post Office Department, &c. Railway lines, while distinctly indicated, will not be drawn so heavily as to interfere with the subsequent addition of coloured lines for special railway or postal maps.

It will be compiled as far as possible from the original sources, and the range of inquiry should not be confined to the departments of Ottawa, but should be extended to the Provincial Governments, Colonial and Hudson's Bay Company's offices. No effort will be spared to make the map a standard work, designed to last for the next 50 years.

As the compilation progresses it will be placed in the hands of the engraver, sheet by sheet, that the departments and general public may have the earliest possible benefit to be derived from their publication.

The compilation of these maps will also be utilized in connection with the Geographic Board to revise and officially fix the nomenclature of places throughout the Dominion. Thus far over 2,000 names included in the General map have been submitted to the board.

The attached index map shows the outlines of the sheets of the Standard Topographical and General maps.

In connection with the foregoing, I beg to bring under your notice the recommendation of the Civil Service Commission of 1892, as follows:

'Your commissioners find that maps for various purposes are prepared in several departments, and by the evidence produced, it is shown that differences frequently occur in maps of the same district when issued by more than one department. To prevent this, and to promote accuracy and security, it is recommended that a special cartographical branch be created, and that the duty of this branch of the public service should be to issue reliable maps of the various parts of the Dominion.'

Such a cartographic branch would undoubtedly ensure greater efficiency and economy, and do away with the present wasteful method of duplicating and triplicating maps and plans. It could be carried out by amalgamating the present staffs, thus avoiding any increased expenditure, and should, of course, be under this department.

As the last edition (1894) of the map of Manitoba and North-west Territories is nearly exhausted, and as the numerous surveys since the date of the original publication had made extensive changes in the topography, a new map was commenced. It is in 3 sheets, scale 12½ miles to 1 inch, and being engraved on copper. The eastern sheet and greater portion of the middle sheet are engraved, but owing to the pressure of work on the large map of the Dominion, the work has proceeded somewhat slowly. With the end of the work on the latter in sight, however, it is hoped to push it to completion at an early date. To meet the demand of a map of Canada in a handy form, a map of the Dominion on a scale of 100 miles to 1 inch, 36 inches by 17, was completed early in 1900, and has gone through three editions, exclusive of the special editions for the immigration handbooks. Special maps of Athabasca, Saskatchewan, Alberta and Northern (New) Ontario have been prepared for the new atlas of Western Canada now in the press.

Supplementary to my report on 'Altitudes in the Dominion of Canada,' now in the press, I have compiled a 'Dictionary of Altitudes,' the railway stations, lakes, mountains, &c., being arranged alphabetically by provinces. This will be a more convenient form for general use, and will be accompanied by a relief map of Canada on a fairly large scale.

The following maps have been published to date :—

Dominion of Canada, scale 100 miles to 1 inch, 36 inches by 17 inches, preliminary edition. Out of print.

Dominion of Canada, map showing water powers, scale 100 miles to 1 inch.

Dominion of Canada, 3rd edition, scale 100 miles to 1 inch.

Map showing area under crop in Manitoba and North-west Territories in 1899, scale 100 miles to 1 inch, 10½ inches by 7 inches.

Map showing total acreage of land in Manitoba and the North-west Territories, homesteaded, sold, transferred to railway and colonization companies, &c., to December 31, 1899. Scale 100 miles to 1 inch, 10½ inches by 7 inches.

The following maps are in the hands of the engraver :—

Dominion of Canada, Newfoundland and adjoining portions of the United States, scale 35 miles to 1 inch, 8 sheets, each 26 inches by 25 inches.

Manitoba and North-west Territories, scale 12½ miles to 1 inch, 3 sheets, each 36 inches by 25 inches.

I have the honour to be, sir,

Your obedient servant,

JAMES WHITE, *Geographer.*

APPENDIX No. 26 TO THE REPORT OF THE SURVEYOR GENERAL.

REPORT OF J. W. TYRRELL, D.L.S., EXPLORATORY SURVEY BETWEEN GREAT SLAVE LAKE AND HUDSON BAY, DISTRICTS OF MACKENZIE AND KEEWATIN.

HAMILTON, ONT., August 30, 1901.

E. DEVILLE, Esq.,
Surveyor General,
Department of Interior,
Ottawa, Canada.

SIR,—Herewith I have the honour to submit the report of my exploratory survey of 1900, extending from Great Slave lake to Hudson bay, in the districts of Mackenzie and Keewatin.

INTRODUCTORY.

In accordance with your instructions, dated January 20, 1900, I have made an exploration of the country between Great Slave lake and Hudson bay, in the districts of Mackenzie and Keewatin, and have now prepared a large map, comprising twenty-two sheets, 32 x 40 inches, on a scale of one inch to one statute mile, of the routes covered by our expedition.

In all seventeen hundred and twenty-nine miles of survey were accomplished, and in the performance of this, four thousand six hundred miles were travelled with sleds and canoes.

Two hundred photographs (5 x 7) were obtained along our route.

A large number of astronomical and magnetic observations were obtained. A complete meteorological record was kept throughout the journey. As complete a botanical collection as could be made in the barren grounds was obtained, and as far as possible notes were kept and specimens procured of the rock formations and minerals met with at various points. If indeed any part of your instructions has not been fully carried out, it has only been because of my inability to do more within the time devoted to the work, but I trust that my efforts may meet with your approval.

HISTORICAL.

Before proceeding with the report of my own discoveries, I think it will be well to present a brief collection of such scattered fragments of information as have been available to me from the publications of earlier explorers, regarding the district of which information is required.

Several explorers have from time to time touched upon the area in question, and each one has contributed more or less of interest and value.

Some accounts are of interest because of their absurd inaccuracies, some because of their close approximation to what turns out to be fact, and others for various reasons of their own.

DISCOVERY OF CHESTERFIELD INLET.

The earliest discovery of any part of our route seems to have been that of Chesterfield inlet, in the year 1747, by the officers of the *Dobbs* and *California*—two ships of 180 and 140 tons respectively, sent out from England in 1746 by the North-west Association for the discovery of the north-west passage. The officers reported "that they

found an inlet in the latitude of 64° north and in the longitude of 32° east from Marble island which was three or four leagues wide at its entrance, but upon their sailing eight leagues up, it increased to six or seven leagues wide. That their course so far was N.N.W. by compass, but then it began to turn more to the westward ; that sailing ten leagues higher it grew narrower by degrees till it became but four leagues wide ; that notwithstanding they could perceive shores open again, they were discouraged from proceeding further because the water from being salt, transparent, and deep with steep shores, and strong currents, grew fresher, thicker and shallower at that height.'*

From the above account it would appear that their discoveries of the inlet ascended to the neighbourhood of Centre island, though this is somewhat uncertain since their statements of distances are very inaccurate, the width of the inlet, for instance, as seen by them being at no place more than twelve miles wide instead of seven leagues (twenty-one miles).

CAPTAIN CHRISTOPHER.

In the year 1761 Chesterfield inlet was again entered by Captain Christopher, who ascended it for a distance of 100 miles, when finding the waters becoming fresh he turned back.

The following year, he, with the sloop *Churchill*, accompanied by Mr. Morton in a cutter, returned to the inlet and ascended it to Baker lake, at the west end of which they saw the mouth of a river.

On Christopher's chart, opposite the mouth of this river these words are written : 'A small river, full of falls and shoals, not water enough for a boat.' †

This note, it may be mentioned in passing, is very much at variance with the facts as now disclosed, and may be best explained by assuming that Christopher never saw the mouth of the Thelon or Doobaunt river, but got into the mouth of some smaller stream.

SAMUEL HEARNE.

The next expedition, in order of time, affording any information regarding the region in question, were those famous journeys made by Samuel Hearne in the years 1769-70-71-72, the account of which was published by himself in 1795.

His narrative throughout is an exceedingly interesting one, although not noted for geographical accuracy. It is valuable rather as an early history of a remote region of this country, and I will take the liberty of here quoting from his book certain parts having direct reference to portions of my route of exploration.

Writing of his third journey, page 87, Hearne says :

'We still continued our course to the west and west by south, and on the 8th of April (1771) arrived at a small lake called ‡Thelewy-aza-yeth, but with what propriety it is so called I cannot discover, for the meaning of Thelewy-aza-yeth is Little Fish Hill, probably so called from a high hill which stands on a long point near the west end of the lake.

'On an island in this lake we pitched our tents, and the Indians finding deer very numerous determined to stay here some time in order to dry and pound meat to take with us, for they well knew by the season of the year, that the deer were then drawing out to the barren grounds, and as the Indians proposed to walk due north on leaving this lake it was uncertain when we should meet with any more.

*Report of Doobaunt, Kazan and Ferguson rivers, by J. Burr Tyrrell, Geol Survey of Canada, 1896.

†Report of Doobaunt, Kazan and Ferguson rivers, by J. Burr Tyrrell, Geological Survey of Canada, 1896.

‡A lake on the upper portion of the Thelon river.

'Agreeably to the Indians' proposal we remained at Thelewey-aza-yeth ten days, during which time my companions were busily employed (at their intervals from hunting) in preparing small staves of birch wood about 1¼ inches square and 7 or 8 feet long. These serve as tent poles all the summer while on the barren grounds, and as the fall advances are converted into snow-shoe frames for winter use.

'Birch rind, together with timbers and other wood work for building canoes, were also another object of the Indians' attention while at this place, but as the canoes were not to be set up till our arrival at Clowey (which was many miles distant), all the wood work was reduced to its proper size for the purpose of making it light for carriage.

'As to myself I had little to do except to make a few observations for determining the latitude, bringing up my journal, and filling up my chart to the present time. I found the latitude of this place 61° 30′ north, and its longitude, by my account, 19° west of Prince of Wales Fort. Having a good stock of dried provisions and most of the necessary work for canoes all ready by the 18th, we moved about 9 or 10 miles to the north-north-west, and there came to a tent of Northern Indians who were tenting on the north side of Thelewey-aza river.* From these Indians Matonabbee purchased another wife.

'On the 23rd, as I hinted above, we began to move forward and to shape our course nearly north, but the weather was in general so hot, and so much snow had in consequence been melted, as made it bad walking in snow-shoes, and such exceeding heavy hauling, that it was the 3rd of May before we could arrive at Clowey—though the distance was not above eighty-five miles from Thelewey-aza-yeth.

'In our way we crossed part of two small lakes, called Tittameg lake and Scartack lake.

'The Lake Clowey is not much more than twelve miles broad in the widest part. A small river which runs into it on the west side is said by the Indians to join the "Athapuscow" lake.†

'Besides the Grand river, already mentioned, ‡ there are several others of less note which empty themselves into the great Athapuscow lake.** There are also several small rivers and creeks on the north-east side of the lake, that carry off the superfluous waters, some of which, after a variety of windings through the barren grounds to the north of Churchill river, are lost in the marshes and low grounds, whilst others by means of many small channels and rivulets are discharged into other rivers and lakes, and at last, doubtless find their way into Hudson bay.'††

Later in his narrative, Hearne says :

'From the 13th to the 24th of February we walked along a small river that empties itself into the Lake Clowey, near the part where we built canoes in May, one thousand seven hundred and seventy-one. This little river is that which we mentioned in the former part of this journal as having communicated with the Athapuscow lake : but from appearances, it is of no consequence whence it takes its rise, or where it empties itself, as one-half of it is nearly dry three-fourths of the year. The intervening ponds, however, having sufficient depth of water, are, we may suppose, favourable situations for beaver, as many of their houses are to be found in those parts.

'The little river lately mentioned, as well as the adjacent lakes and ponds, being well stocked with beavers, and the land abounding with moose and buffalo, we were induced to make but slow progress in our journey.

*One of the upper branches of Thelon river.

† Athapuscow lake is what we now know as Great Slave lake, and is separated from Clowey by the height of land.

‡ Slave river.

** Great Slave lake.

†† A remarkable example of imagination. In order to perform such a feat, the waters of Lake Athapuscow would have to cross an elevation of 800 feet.

'Many days were spent in hunting, feasting and drying a large quantity of flesh to take with us, particularly that of the buffalo, for my companions knew by experience that a few days walk to the eastward of our present situation would bring us to a part where we should not see any of those animals.'

In connection with the present report, the following quotation from Hearne is, to my mind, of great interest since it undoubtedly refers to the valley of the Lockon river. He is describing a remote Indian settlement from which a wandering band had come, and writes as follows :—

'From the best accounts that I could collect, the latitude of this place must be about 63° or 63° at least ; the longitude is very uncertain. From my own experience I can affirm that it is some hundreds of miles both from the seaside and the main woods to the westward.

'Few of the trading Northern Indians have visited this place, but those who have give a pleasing description of it, all agreeing that it is situated on the banks of a river which has communication with several fine lakes. As the current sets to the northeastward, it empties itself, in all probability, into some part of Hudson bay, and, from the latitude, no part seems more likely for this communication than Baker's lake, at the head of Chesterfield inlet. This, however, is mere conjecture, nor is it of any consequence as navigation on any of the rivers in those parts is not only impracticable, but would be also unprofitable, as they do not lead into a country that produces anything for trade, or that contains any inhabitants worth visiting.

'The accounts given of this place, and the manner of life of its inhabitants, would, if related at full length, fill a volume ; let it suffice to observe that the situation is said to be remarkable for every kind of game that the barren grounds produce at the different seasons of the year, but the continuance of the game with them is in general uncertain, except that of fish and partridges.

'That being the case, the few who compose this little commonwealth, are by long custom, and the constant example of their forefathers, possessed of a peculiar turn of mind, with a degree of frugality unknown to every other tribe of Indians in this country except the Esquimaux. Deer is said to visit this part of the country in astonishing numbers, both in spring and autumn, of which circumstance the inhabitants avail themselves by killing and drying as much of their flesh as possible, particularly in the fall of the year, so they are seldom in want of a good winter's stock. Geese, ducks and swans visit here in great plenty during their migration, both in the spring and fall, and by much art, joined to an unsurmountable patience, are caught in considerable numbers in snares, and without doubt make a very pleasing change of food. It is also reported, though I confess I doubt the truth of it, that a remarkable species of partridge, as large as English fowls, are found in that part of the country only.'

These, as well as the common partridge it is said, are killed in considerable numbers with snares, as well as with bows and arrows.

'The rivers and lakes near the little forest where the family whose encampment I had fixed myself abode, abounded with fine fish, particularly trout and barble, which are easily caught, the former with hooks, and the latter in nets. In fact, I have not seen or heard of any part of this country which seems to possess half the advantages requisite for a constant residence, that are ascribed to this little spot. The boundaries, however, of the present inhabitants must in time evacuate it for want of wood, which is of so slow a growth in those regions, exclusive of what is cut down and carried away by the Esquimaux, must cost many years to replace. It may probably be thought strange that any part of a community, apparently so compact and strongly united and happy within themselves should be found at so great a distance from the rest of their tribe, and indeed nothing but necessity could possibly have caused them to undertake a journey of so many hundred miles as they have done ; but no situation is without its inconveniences, and as their woods contain no birch trees of sufficient size for a canoe or a sledge even of any size, this party had come so far to the westward to procure birch rind for making two canoes and some of the fungus that grows on the outside of the birch tree, which is used by all the Indians in those parts for tinder.'

Until the present time, the whereabouts of this northern 'Garden of Eden,' so well described, though never visited, by Hearne, has been a matter of mystery.

No such productive valley or flourishing settlement has been known to exist in the barren lands, and Hearne's story has thus seemed but an Indian fable.

The investigations of the present expedition have, however, established both the existence and location of such an oasis, but, as predicted by Hearne, the primitive settlers have long since departed, although for some other reasons than lack of fuel. The writer's descriptions of the land of these early settlers will appear later in this report.

CAPTAIN DUNCAN.

The next point of attack tending towards the exploration of our route was from the eastward, when in 1792 Captain Charles Duncan entered Chesterfield inlet, ascended to Baker lake and anchored at its western extremity in the mouth of the Thelon or Doobaunt river.

Thence 'he followed the course of the river by land until he found it came from the northward, in which direction he traced it nearly thirty miles, when, being convinced that it must be the drain of some lake in that line, and not an outlet from the Doobaunt,* he returned, being satisfied that his following it further could not lead to any useful discovery. Had its course been from the westward, he would not have left it, he says, until he had seen its source.'†

Had Captain Duncan pushed his investigations farther, he would have discovered that the river did come from the westward, and not only so but that through it the 'Doobaunt' finds its outlet.

SIR GEORGE BACK.

Coming down to the explorations of the past century, the first, and that furnishing most information in regard to the divide between Great Slave lake and Hudson bay, is that made by Sir George Back, during the years 1833-34-35, the winters of which he spent at Old Fort Reliance, a beautiful spot at the north-east extremity of Great Slave lake. His explorations extended over parts of Great Slave, Artillery, Clinton-Colden, and Aylmer lakes as well as the whole of Back's river, and from the Indians Back obtained some interesting information regarding the route followed by the writer.

The following notes and quotations are taken from 'Captain Back's Arctic Land Expedition' :—

He reports 4 feet of ice along the shore of Artillery lake on the 15th of June, 1834, and having travelled over it with his sleds on that date. Under date of the 19th of June, on Clinton-Colden lake, he mentions the ice as becoming treacherous and rotten in places, and covered by new snow. Nevertheless he was able to continue his sled journey across Aylmer lake on June the 26th, and on the Back river until July 2nd, after which he was able to travel by boat in open water.

In making his first trip out to Artillery and Clinton-Colden lakes, Back travelled by way of the Hoarfrost river, but on his return to winter quarters at Fort Reliance in the autumn, he made an attempt to descend the 'Ah-nel-dezeth'-Lockhart river, and thus describes his adventures.

'The river by which it (Artillery lake) discharges itself into Great Slave lake, began its descent by an ugly rapid, too hazardous to run and yet scarcely so dangerous as to induce us to make a portage of. We compromised, therefore, by lowering half the way and carrying the rest. A second rapid was run, but we had not calculated on the amazing force of so confined a torrent, and just as we gained the eddy, the old canoe got a twist which nearly broke it in two. Another clump of pines induced me to land, and while the men examined the quality of the timber I obtained a set of

* Report of Doobaunt, Kazan and Ferguson rivers, by J. Burr Tyrell. Geol. Survey of Canada, 1896.

† A large lake discovered by Hearne.

sights, which gave the latitude 62° 53′ 26″N., longitude 108° 28′ 24″ west, and variation 38° 42′ east.

'The wood was in no way better than that seen in the early part of the morning, and we pushed from the bank with the intention of going carefully down the stream, though a look of indecision, if not of positive apprehension, betokened some inward working in the steersman's mind, for which I was utterly unable to account, until informed that for days past Mawfelly had been talking about the dangers he did know and the dangers he did not know in the Ah-hel-dessy. The Indians, he said, never attempted it in any manner, either up or down, and as he was not in a hurry to die, though he was willing to walk on the rocks, he would not on any account run it in the canoe. I shamed him out of this unmanly resolution, and when he and his companion had indulged in a laugh among themselves, we slipt down another rapid. However, on trying the fourth, the steersman became so unnerved as to lose all self-command, and by not co-operating with De Charlôit, fixed us against a sharp rock that cut the canoe.

'Happily it twirled around and floated till we reached the shore. The man's confidence was gone, and rather than incur any more such risk in the foaming rapids before us, I abandoned an attempt which the Indian persisted in declaring was impossible, and the trusty and battered canoe being left with a few other things in cache, each man was ladened with a weight of one hundred and twenty pounds, and began to pick his way up the steep and irregular sides of the hills.

'I took leave, therefore, of the Ah-hel-dessy and had abundant cause to rejoice at having done so, for the whole distance to the mountain appeared to be an unbroken succession of rapids, which must have stopped us, for whether passable or not in a boat, they were evidently impractical in a canoe.

'We had expected that our route would have been by a small river about a mile to the eastward, invariably used by the Chippewyans or Yellowknives, whenever they proceeded in that direction, and as it may be supposed, quite unknown to me until that moment. On subsequent inspection, however, it was found to be too shallow for canoes, being merely the outlet of some small lakes, and the waters of a picturesque fall from four to eight feet distant. There were many small Indian canoes stowed under the branches of the willows, and as it was the lowest and most favourable route to the barren lands, it was preferred, it seems, to those by which I had passed.'

Leaving Fort Reliance on June 7 of the following year, and portaging across to Artillery lake, Back writes as follows :—

'Taking a northerly direction through the woods, we soon got into a succession of swamps, then ascended steep rocks, and subsequently gained a sight of the Ah-hel-dessy, which seems in that part to be navigable, though from the noise it was certain a heavy fall* was not far distant.

'We passed many sand-hills variegated by the arbutus plant, called by the traders "Sae-a-commis," "Cranbury," or "Crowberry." These hills were generally hemmed in by broken cliffs of red feldspar and barren granite rocks, with here and there thick masses of snow filling up their chasms, or sloping from the lower parts of vertical precipices. A few old tracks of deer were seen.

'Acclivitous rocks intervened between the swamps, and in going over their summits, the Ah-hel-dessy was frequently seen working its rapid course along the base of the mountain range which sometimes assumed the wildest character. The space from the spot where I had left the canoe last year to the first rapid out of Artillery lake was quite open, and immense quantities of ice were floating down the stream.

'The temperature was full 10 degrees colder than at the house: large masses of ice and snow encumbered the banks or borders of the rocks, and the ice on the lake had not decayed nearly so much as was observed at the same season of the year in 1821 at Point lake, more than two degrees to the north.

'. . . . In the evening we reached the bay, and found that the carpenters had just completed the boats . . . . At 7.30 a.m. of June 10, the large boat was

* Parry's falls.

dragged about three-quarters of a mile through a half dry swamp, and over some rocks to Artillery lake, where she was placed firmly on runners plated with iron and drawn over the ice by two men and six fine dogs. . . . .

'The runners appeared to slide easily, and for half an hour a brisk pace was kept up. By degrees, however, it slackened on account of the badness of the ice, which was literally a bed of angular spikes, of many shapes and sizes, but all so sharp as to make walking a most painful and laborious operation.'

Upon his return journey, after exploring the Back river, Sir George writes as follows :—

'About noon on the 24th (September) we got to the Ah-hel-dessy, where we were greeted with the sight of berries. . . . . The descent of this small but abominable river was a succession of running rapids, making portages and lowering down cascades, and much time was occupied in previous examination, without which precaution we dared not stir a yard. Still the rapids increased in number and difficulty, until at last a deep and perpendicular fall* rushing between mountainous rocks into a vast chasm stopped all further progress. The steers-man, unwilling to be arrested even by such obstacles, went some distance farther, but soon returned with an account of more falls and cascades.

'To convey the boat over so rugged and mountainous a country, most of the declivities of which were coated with thin ice, and the whole hidden with snow, so as to render mere walking impossible, and though it was annoying to be forced to leave her, yet as there was no alternative, she was safely hauled up among some willows and secured.

'Each of the crew being laden with a piece weighing 75 pounds, we began our march to the Fort across the mountains now entirely covered with snow four inches deep. The small lakes and swamps were also frozen hard enough to bear a passage across.'

PARRY'S FALLS.

'We had not proceeded more than six or seven miles when, observing the spray rising from another fall, we were induced to visit it, and were well consoled for having left the boat where she was.

'From the only point at which the greater part of it was visible, we could distinguish the river coming sharp round a rock, and falling into an upper basin almost concealed by intervening rocks, whence it broke in one vast sheet into a chasm between four and five hundred feet deep, yet in appearance so narrow that we fancied we could almost step across it. Out of this the spray rose in misty columns, several hundred feet above our heads, but as it was impossible to see the main fall from the side on which we were, in the following spring I paid a second visit to it, approaching from the western bank. The road to it which I travelled in snow-shoes, was fatiguing in the extreme, and scarcely less dangerous, for to say nothing of the steep ascents, fissures in the rocks, and deep snow in the valleys, we had sometimes to creep along the narrow shelves of precipices, slippery with the frozen mist that fell on them. But it was a sight which well repaid any risk. My first impression was of a strong resemblance to an iceberg in Smurenvurg Harbour, Spitzbergen. The whole face of the rocks forming the chasm was entirely coated with blue, green and white ice, in thousands of pendent icicles, and there were, moreover, caverns, fissures and overhanging ledges in all imaginable variety of forms, so curious and beautiful as to surpass anything of which I had ever heard or read. The immediate approach was extremely hazardous, nor could we obtain a perfect view of the lower fall, in consequence of the projection of the western cliffs. At the lowest position which we were able to attain we were still more than one hundred feet above the level of the bed of the river be-

* Harvey falls, 50 feet high.

neath, and this instead of being narrow enough to step across, as it had seemed from the opposite height, was found to be at least two hundred feet wide.

'The colour of the water varied from a very light to a very dark green, and the spray, which spread a dimness above, was thrown up in clouds of light gray. Niagara, Wilberforce Falls in Hood's river, the Falls of Kakabikka, near Lake Superior, the Swiss or Italian falls, although they may each "charm the eye with dread," are not to be compared to this for splendor of effect.

'It was the most imposing spectacle I had ever witnessed, and as its berg-like appearance brought to mind associations of another scene, I bestowed upon it the name of our celebrated navigator, Sir Edward Parry, and called it "Parry's Falls."*

Besides the above personal knowledge published by Back, concerning the Ah-hel-dessy and Artillery lake, he gives us some information gleaned from the Indians, regarding the Thelon river and route to the same.

The following is a copy of an Indian sketch map made for him, illustrating routes from Great Slave lake to Teh-lon-disith.†

FAC-SIMILE

OF

INDIAN MAP

TAKEN FROM

BACK'S BOOK, PAGE 85.

* These truly picturesque little falls are worthy of note, but Capt. Back omitted to give dimensions. I am at a loss to discover. The total measured height of the falls is eighty-three feet, and width from twenty to fifty feet. Photographs were obtained by me from both banks.

† Thelon river

In connection with this subject, Back says, in describing an interview with a party of Slave lake Indians, whose chief was named 'Le camrade de Mandeville,' the information thus collected was made intelligible to me by means of an outline of the north-eastern country, drawn by the Camarade.

'In this sketch the Thlew-ee-chok and Teh-lon were represented as maintaining a nearly parallel direction E. N. E. to the sea, though where that sea was, whether in some of the deep inlets of Hudson bay or as I fervently hoped, more directly north towards Point Turnagain, it was altogether beyond his knowledge to declare.

'In one point alone were they positive and unanimous, and that was, the superiority and many advantages of the Teh-lon over the Thlew-ee-chok. The former was described as being a broad and noble stream, decorated on either bank with tall pine and birch, and flowing in uninterrupted tranquillity to its journey's end. . . . .

'They also affirm, agreeing in this respect with the information which had previously been given me at Lake Winnipeg, that the distance between the mouth of the rivers was inconsiderable, and concluded by saying that if the great chief was determined on going to the Thlew-ee-chok.

'. . . . "And why," said they, "should the chief wish to go there when the Teh-lon is not only nearer, but affords him so many more advantages, where he will find musk ox, moose, and reindeer, wood, fish and animals wherewith to pass a comfortable winter ?"'

In passing through Clinton-Colden lake, Back states that 'east and west it was indented with deep inlets and bays. One of them to the right, presenting a clear horizon, led, as Mawfelly believed, to the Teh-lon.

'Subsequently several Indians who had been there, informed me that by making a portage from the eastern extremity of a deep bay, they got to a small lake and from thence by another portage to a large one ; that this discharged itself by a river into the north-east end of a very long but narrow lake, the southern termination of which was about half way between that point and Slave lake.

'To the east they said it was connected by a short line of rapids, with a lake of singular shape, which, by means of a river seventeen miles long, communicated with the Teh-lon at a mean distance from our position of about eighty miles. As to the course of the principal river itself, little seemed to be accurately known, for the Indians never penetrate far, perhaps not more than twenty miles, beyond the part which has just been described. Then it was said to maintain a uniform direction towards the north-east.'

These statements, moreover, corroborated the previous opinions given me of the Teh-lon, which was said to flow through a low marshy tract, connected with an estuary, opening to the sea by a narrow channel, the shores of which were lined by Esquimaux.

Any indication of the existence of the Teh-lon or Thelon river on our old maps has been derived from the above Indian descriptions collected by Back.

DR. JOHN RAE.

During the year 1853, when searching for traces of the ill-fated Franklin expedition, Dr. John Rae added somewhat to our geographical knowledge of Chesterfield inlet, and more especially of Quoich river, which he ascended some distance in the hope of being able to cross to the Back river.

STEWART AND ANDERSON.

Stewart and Anderson, in 1856, retraced much of the ground covered by Back, but beyond the information quoted above, there remained as recently as 1893, an area of over two hundred thousand square miles entirely unknown.

WARBURTON PIKE.

Hence we read, page 170, of 'The Barren Grounds' by Warburton Pike, 1892 :—

'Why has all exploration in the barren grounds ceased? No more is known of the country than was discovered by Franklin and Back sixty years ago in their short summer journeys, and the expeditions sent out in search of the former in the fifties. There are many thousands of square miles on which the foot of white man has never stepped.'

Upon his return journey from the Back river in 1890, Pike obtained the following information from an Indian, known as 'Pierre the Fool,' in regard to the country to the eastward of Clinton-Colden lake :—'He told us that there were fewer lakes in that direction than in any other part of the barren grounds that he had visited, but he was always obliged to take a small canoe with him to cross a big stream running in a southerly direction, three days easy travel from Clinton-Colden lake.

'Once when he had pushed out farther than usual, he had seen smoke in the distance, and came upon a camp that the Esquimaux from Hudson bay had just left; they had been cutting wood for their sleighs in a clump of well grown pines, and Pierre, who shared the dread which every Yellow Knife has of the coast tribes, had been afraid to follow them.' From his own observations, Pike further writes :—'Lockhart river, on leaving Artillery lake, becomes a wild torrent, falling several hundred feet in twenty miles and is quite useless for navigation, so we had to make use of a chain of lakes, eight in number, lying to the south of the stream.

'This is by far the prettiest part of the country that I saw in the north, and it was looking its best under the bright sunshine that continued until we reached the fort. Scattered timber, spruce and birch clothed the sloping banks down to the sandy shores of the lakes; berries of many kinds grew in profusion; the portages were short and down hill; and caribou were walking the ridges and swimming the lakes in every direction. A perfect northern fairyland it was, and it seemed hard to believe that winter and want could ever penetrate here.'

J. BURR TYRRELL.

No sooner had Pike given expression to his query: 'Why has all exploration in the barren grounds ceased?' than the work was resumed by the Geological Survey Department, and J. Burr Tyrrell, accompanied by the writer, was commissioned to explore the territory to the north-east of Lake Athabasca. This work was carried on during the year 1893 and 1894, and has been fully reported in the Annual Report of Geological Survey of Canada, 1896, so that without quoting extracts, it will suffice to state that the unexplored territory of over two hundred thousand square miles east of Hudson bay, was in those two years reduced by more than one half, viz., from the valley of the Doobaunt river to the coast of Hudson bay. The country lying to the west of the Doobaunt, and comprising an area of about ninety thousand miles, remained shrouded in mystery.

OUR JOURNEY OUT.

Arrangements having been completed for our expedition, on January 31, 1900, I was joined by my two assistants, C. C. Fairchild, O.L.S., of Simcoe, Ont., and A. Ibdeacon Lofthouse, formerly of Fort Churchill, Hudson bay, and we proceeded to the west. At Winnipeg we picked up two half-breed voyageurs, named Robert Beaz and John Kipling, from the St. Peter's reserve; and as train dogs were reported scarce in the north country, eight of them were also procured here, and shipped to Edmonton, where we ourselves arrived at 11.30 on the night of February 8, in a temperature of 45° below zero.

At Edmonton we were joined by three more of our men, Percy Acres, cook, and Pierre French and Harry Monette, expert Iroquois canoemen.

We thus far formed a party of eight in all, with as many dogs.

On account of severe weather and recent heavy snow storms, some difficulty was experienced in securing horse teams for the transport of our outfit to Lac-la-Biche post, one hundred and eighty miles distant to the northward, at the termination of the tote road.

Two men with the dog teams and light sleds, were despatched by themselves, but the rest of our party, accompanied by two horse teams, were unable to get off until February 16. We reached Lac-la-Biche on the evening of the 21st. Here, in order to provide for the transport of our outfit, three additional dog teams were required, and these were procured for me by Mr. Kennedy, the Hudson Bay Company's local agent. We were thus provided with five dog teams in all, one being very poor, having just made a journey of five or six hundred miles from the north, and on the 26th we pulled out, heavily loaded from Lac-la-Biche, and journeyed northward by a winding hilly trail through the woods, a distance of two hundred and fifty-five miles, to Fort McMurray at the junction of the Clearwater and Athabasca rivers.

Thence the course of the latter stream was followed one hundred and seventy-five miles down to Fort Chippewyan on Lake Athabasca. Great difficulty was experienced by the way in procuring food for our many hungry dogs. At one place we were obliged to stop two dogs, whilst an Indian was despatched some distance for the carcasses of two moose which he had cached. At another the carcass of an unfortunate horse was required to sustain our canine steeds, and at another time a dead ox belonging to the Hudson Bay Co. supplied the pressing demand, but as a rule frozen fish, purchased from the Indians at extortionate prices, furnished their bill of fare.

By the time, therefore, that Chippewyan was reached, our dogs were much reduced and fagged, and a stop of four days was necessary to feed and recruit them, to say nothing of men's blistered feet and snow-blind eyes.

One voyageur being required to complete our party, a Chippewyan Indian, known as 'Toura,' and a splendid specimen of physical manhood, was engaged at this place.

Much benefited by the pleasant stop at Chippewyan, where we fell in with many friends, we again moved forward on March 23. On the 26th reached Fort Smith, and on 'All Fools Day,' trooped into Fort Resolution, Great Slave lake, having tramped a distance of six hundred and seventy-six miles from Lac-la-Biche, or eight hundred and fifty-six from Edmonton. Not counting necessary delays, en route, our average daily travel with the dogs from Lac-la-Biche to Resolution amounted to twenty-six miles.

At Fort Resolution we were kindly received by Mr. Gaudette, the Hudson Bay Company's officer in charge at the post, and in his storehouse we found our supplies, amounting in weight to over six thousand pounds, which had been shipped the previous summer. Although you had written to the company requesting that our supplies be forwarded by boat up the lake, such request had not been received by Mr. Gaudette until too late for the performance of the work, and consequently the task of transporting this large amount of stuff now devolved upon us. Three more teams in addition to our own five were with some difficulty procured for the work. Two specially designed long steel shod sleds were constructed, and in order to provide food for the dogs, en route, a fishery was established part way up the lake at White island. Whilst the above preparations were being carried out, the snow on the lake, which had been deep, was rapidly disappearing before the warm sun and April showers, and by the 10th of the month it was thought that the condition of the lake was about at its best for travel.

Accordingly on the morning of the 11th, I despatched a party with light sleds and 3,500 pounds of goods to White island, where they were to deposit three loads, and returning bring back news of the fishery. This news was, unfortunately, not encouraging. A few large 'inconnu,' commonly known as 'conneys' were caught by the nets, when these became entangled by the disruption of the ice in that locality. We were thus dependent for dog food upon what could be carried from Resolution or what

might by chance be picked up by the way. Accordingly every available pound of dog food at the fort was secured, and the last of our loads set off for White island on April 16 on long sleds, each carrying from nine hundred to one thousand pounds. For the most part the condition of the lake was fairly good for sled travel. The snow had now nearly all melted, leaving ponds of water on the lake, and in places the ice was already becoming 'candled,' making sore footing for both men and dogs. As we proceeded this became serious, and though it was thought a sufficient supply of moose skin dog shoes had been provided, they were cut through so quickly that our stock became exhausted before the distance up the lake was half covered.

Bags and every available material had to be manufactured into dog shoes in order to enable the poor brutes to keep their feet, for as we advanced the ice became in many places a veritable bed of sharp spikes.

Fortunately we were better provided ourselves with hob-nailed shoes, as nothing less will stand the wear for half a day. Our sleds were also designedly well shod with steel.

Without dwelling further upon the details of this sled journey of two hundred and fifty miles over the ice of Great Slave lake, suffice it to say that the last of our outfit was safely landed on 'Pike's Portage' at the extremity of the lake on May 9, by a lot of starving but faithful dogs. Some had played out altogether and dropped by the way, but the two long sleds drawn by four dogs only, made the latter part of the journey with fifteen hundred pounds each. Were it not for these sleds, which were at first laughed at by the natives, we would never have been able to effect the transport of our outfit so great a distance with but the one base of supplies.

We were now at the point from which our surveys were to commence. Before us lay a twenty-five mile succession of portages to Artillery lake, and this I had hoped to be able to cross by the aid of the dogs. Such was now quite impossible for two very good reasons, viz., that the dogs were played out and we had nothing with which to feed them. Deer hunting parties were at once sent off in different directions, but no deer could be found. And again further transport by the dogs was out of the question, for the reason that the snow had all disappeared from the ground, leaving the portages quite bare. On the lakes the ice was still about seven feet thick, excepting at certain parts where exposed to influence of currents, which were rapidly cutting inroads, and thinning the ice at such places.

The assistance of our dogs thus being no further available they were sent back in charge of Mr. McKinley, to be cared for at Resolution until our return in the autumn.

Mr. Fairchild, accompanied by Acres, made a reconnaissance of the portage route to Artillery lake, and marked out the trail for the packers, while I proceeded forthwith to make a survey of the most easterly bay of Great Slave lake named by me 'Charlton harbour.'

CHARLTON HARBOUR.

This harbour extends in a north-easterly and south-westerly direction, and is about sixteen miles in length by from two to five miles in width. It is connected with McLeod's bay by a narrow but deep channel, less than a mile in width, where the water seldom, if ever, freezes over, there being considerable current. North-east and south-west of the channel, two long and high points of dolomitic limestone stretch out towards each other from the main shores and thus separate the harbour from the outer bay. A convenient way of approach for sleds or small boats from the lake to Old Fort Reliance—which is situated at the head of the harbour close to the mouth of the Lockhart river—is by means of a 700 yard portage, near the base of the north-easterly point, to which I have attached the name of my assistant, 'Fairchild.' Fairchild point, which is about ten miles in length is well wooded with white spruce from six to twelve inches in diameter, and is notable as being the best source of timber in that locality.

The shores of the harbour on all sides, excepting around Fort Reliance, are bold and rocky, that to the south-east being composed chiefly of pink granite, but sparingly wooded with small spruce and a few Banksian pines. It might be noted here that on Fairchild point a few black poplars were observed, the last seen on our outward journey.

At Pike's portage, which was to be adopted as the initial point of our survey, astronomical as well as magnetic observations were taken with the following results :—

Latitude	62°	42′	02·4″	N.
Longitude	108	44	55	
Magnetic Variation	37	20		E.
" Dip	..	..	..	N.

OLD FORT RELIANCE.

At Old Fort Reliance the magnetic variation was ascertained to be 37° 15′ east, Back having found it to be 35° 19′ east in 1834.

Old Fort Reliance is no more a fort, but a ruin, yet the site is one of the loveliest spots I have ever seen in the north. It was well chosen by Back for the establishment of his winter quarters. Five stone chimneys only now remain of what were 66 years ago three substantial buildings, the bare outlines of which can now be scarcely traced on the ground.

They were situated on a lovely level green terrace about twenty feet above the harbour, and two hundred feet from the shore. The main building which contained three of the great chimneys and five open fire places, measured thirty by fifty feet, and was divided into five rooms with a fireplace in each room.

Two smaller buildings, 18 feet square, and situated a little to one side, appear to have completed the fort.

Back of the buildings the land rises in regular and beautiful terraces to a considerable elevation. These are thinly wooded with young white spruce trees, between which in many places the ground is covered with cranberries and blueberries. Here and there are to be seen the charred remains of large stumps, indicating the comparatively recent destruction of the original forest, as well as offering an explanation for the disappearance of the old fort.

The largest young trees, which showed 34 or 35 years growth, were from four to six inches in diameter two feet from the ground, and were not of stunted appearance.

One of the most striking features of this lovely natural park is the occurrence of numerous broad, winding, well-beaten roadways, leading from nowhere to nowhere.

Upon inspection, not a wheel nor even shoe mark can be detected, but only innumerable tracks of the caribou, occasionally followed by that of a prowling timber wolf.

About one of Back's old stone chimneys, an adventurer known as Buffalo Jones built a small log house three or four years ago. This still remains, being now the property of Messrs. Heslopp and Nagle, of Fort Resolution, and was occupied by my party for several days.

PARRY FALLS.

Closely associated with the history of this place is that of Lockhart river and its many beautiful cataracts, chief among which is Parry falls, depicted by Back as being the most beautiful in the world. Having read Back's description of them, I had long been looking forward to viewing their marvellous grandeur and beauty, and took occasion to read the description to Mr. Fairchild, who undertook a tramp up the Lockhart in search of deer upon our first arrival. He ascended the river for ten or eleven miles, passing several rapids and falls, but on his return reported that no Parry falls were to be found. Shortly afterwards, accompanied by Messrs. Fairchild and Lofthouse, in making a survey of the river, I renewed the search myself, and at the

place indicated on Back's map, found Parry falls, and obtained several photographs of them which will speak for themselves in plain ungarbled language.

The fall is certainly a very beautiful little one—something as described by Back, excepting in dimensions, which require to be divided by five in order to be correct.

The total descent of the fall is eighty-three feet, and at the time of our visit was completely bridged over by an ice-bridge, across which we walked, in order to obtain views from both banks, as well as to measure the width of the fall, which at that place was only twenty-five feet.

Besides Parry falls, five others ranging from six to fifty feet in height occur at various points further up the river, but as they are all shown upon my accompanying map, it is not necessary to describe them in further detail, since the Lockhart will never be used as a navigable stream, it having in its length of about twenty-four miles a total fall of six hundred and sixty-eight feet. If not of use for purposes of navigation, however, it may some day prove none the less valuable for the generation of electric power to be utilized in the development of the district, or in conducting traffic through it. As a town site, no place could be more beautifully or advantageously situated than the level park, like terraces, at Fort Reliance.

PIKE'S PORTAGE.

During the time occupied in surveying Charlton harbour and the Lockhart river, my voyageurs were engaged in transporting our outfit across the 'Pike Portage' route to Artillery lake, a distance of twenty-four miles.

This route first described by Warburton Pike, is by far the best canoe or boat route leading from Great Slave lake to Artillery lake.

It does not appear to have been known to Back in the thirties, when he persistently made three laborious journeys up and down the course of the Lockhart. Back mentions an alternative route by way of a small creek one mile south-easterly from Reliance, but states that this creek was too shallow for canoes, which is quite true.

By adopting Pike's route, advantage is taken of a chain of small lakes—eight in number—which cover more than three-fourths of the twenty-four miles of travel.

For convenience of reference the larger of these lakes have been given the following names in the order of our advance :—1, Harry ; 2, French ; 3, Acres ; 4, Kipling ; 5, Burr ; and 6, Toura, after the names of our voyageurs.

The only difficult portage on the route is the first in ascending order, viz., that from Charlton harbour to Lake Harry. It is 3½ miles long, and from end to end has an ascent of 570 feet, besides several ascents and descents on the way. Lake Harry is three miles long and is separated from French lake, which is ten feet lower in elevation, by a portage of four hundred yards.

French lake is over four miles in length, and discharges to the north-eastward into Acres lake, which is six feet lower. A short portage of one hundred yards is necessary between the lakes.

Acres lake, which is of very irregular shape, is the largest of the chain, though its length is only about four miles. It has an elevation of 1,074 feet, and discharges from one of its westerly bays by a stream, which I believe to be the one entering Charlton harbour, about a mile south-easterly from Fort Reliance.

Kipling lake the fourth link in the chain—discharges into Acres lake with which it is connected by a narrow, winding, sluggish creek, navigable for canoes. It is only two and one-half miles in length, but is one of the prettiest lakes of the series, its beautifully wooded shores and sandy beaches sloping down gradually to the water's edge in many places. Thus far the country passed through was found to be fairly well wooded with small white spruce and tamarac, whilst on the first long portage a grove of jack pines—the last seen by us—was passed. Some small white birch trees were also noticed at various points. By May 19 we had our outfit of about three tons weight, in cache at the north end of Kipling lake. The beds of the lakes was still covered by ice, but around the shores and for half a mile or so near the inlets and outlets, open water had already formed, and this was causing our voy-

geurs much care and trouble, for the ice near the edges of the open water, was for some distance treacherous and rotten. Canoes and sleds had to be used alternately in crossing the lakes, and much care and difficulty were often necessary in making the transfer from one conveyance to the other.

From lake to lake, the ground being bare, all goods had of course to be portaged on the men's backs.

Many old Indian camps were to be seen along our route, indicating that it is a much frequented way, but up to this time we had seen no deer. Their tracks were, however, to be seen everywhere, as well as many scattered bones and antlers.

One party of Indians, 'Pierre Fort Smith' and several others, had passed us on their way to Artillery lake, whence they were going to hunt deer, and later in the season musk oxen.

From the north end of Kipling lake, a portage of one thousand yards easterly, took us to a pond which is separated only by a narrow neck from Burr lake, the fifth of the series. This lake is in a straight line not more than twelve miles distant from Old Fort Reliance, with which it is connected by a natural pass having a gradual descent to the westward. It does not afford a favourable canoe route, since it contains few lakes of any size, and too small a stream to be of any service, but as a route for a highway, steam, or electric railway it appears to be the most advantageous, and since the elevation of Burr lake is 1,131 feet, the mean gradient from the lower terrace at Reliance would be fifty feet to the mile.

At the north end of Burr lake there is situated a nice grove of white spruce timber, containing trees of ten and twelve inches diameter. A photograph of this was fortunately obtained, as it proved to be the last timber of any consequence met with before entering the barren lands, excepting some on the west shore of Artillery lake near Timber bay.

The portage from the north end of Burr lake to Toura lake is three-quarters of a mile long, and may be made either in one or two parts, by avoiding or taking advantage of a little lake lying to the east of the straight course. The seventh lake of the chain, which is nearly a mile in length, is reached by a very short portage from Toura lake, and is at an elevation of twelve hundred and eighty-two feet, being at the summit of the divide between Great Slave and Artillery lakes. From it a portage of seven hundred yards to the eastward takes one to the eighth and last lake, which is less than half a mile in length, and one more down hill portage of a quarter of a mile in length lands one at the southern extremity of Artillery lake, so named, though but crudely surveyed, by Sir George Back, after some British artillery men of his party. In addition to the portage route above described, which was followed by our voyageurs, several others were discovered by myself and Mr. Fairchild, and are shown on my accompanying maps, but will not require further description. The district is composed of granite and dolomitic rocky hills, some of which attain elevations of from nine hundred to one thousand feet above the level of Great Slave lake.

The distance from Reliance to the southern extremity of Artillery lake in a straight line is about sixteen miles. The elevation of Artillery lake is 1,188 feet, or 668 feet above Slave lake, which would make a mean gradient of about forty-two feet per mile.

ARTILLERY LAKE.

Artillery lake was reached by our outfit on the 26th of May, more than two weeks after it had been first visited by Fairchild and Acres, when exploring and 'brushing' the trail for our voyageurs. Then its ice had been as solid as in winter, showing no signs of disruption or decay, whereas now it was rapidly decomposing, forming what is known as candle-ice, and making much open water along the shores. At camp beside a small grove of scrubby trees a mile and a half up the west shore of the lake, observations were taken of latitude and longitude, as indeed had been done at several other points, but as the results of both astronomical and magnetic observations appear

on the maps, and will be given elsewhere in tabulated form, they will not always be mentioned in manuscript.

I had cause, however, to congratulate myself for having obtained sights at this place, for the next day I allowed my chronometer to run down, and had only to return a short distance, obtain new sights and redetermine their errors. The first deer met with on our journey were two shot by Mr. Fairchild near this camp, and they formed a most acceptable supply of fresh meat for our party.

In attempting to proceed with our loaded sleds up the lake, we came very near meeting with a serious accident. Although the ice was still of considerable thickness, it had become so 'candled' that in places one could push a pole or foot completely through it, and at one of these bad places, two of our sleds broke through and were only saved by the support of the long canoes which were lashed on top of the loads.

By the exercise of much care, and the occasional use of canoes, instead of sleds, we were able to continue our transport over the ice until June 8, when reaching the most northerly grove of timber on the east shore of the lake, in latitude 63° 04′ 10″ I decided to go into camp until we might be able to proceed in our canoes. We had met the Indian, 'Pierre Fort Smith,' on the lake, who had not only told us of this advantageous camping place, but also much else of interest in regard to our route and the game of the country. The annexed little map (see *page 114*) is a fac-simile of one drawn by him of Artillery lake and the Thelon river, and is better of the lake than Back's published map.

Thus far with Mr. Fairchild's assistance I had carried on the survey of both shores of the lake, and now though we were unable to proceed further with our loads, we were still able to travel light, and so continue our work until we had nearly completed the survey of the lake, as well as considerable country to the eastward of it. The uncompleted portion at the north end was finished on my return later in the season.

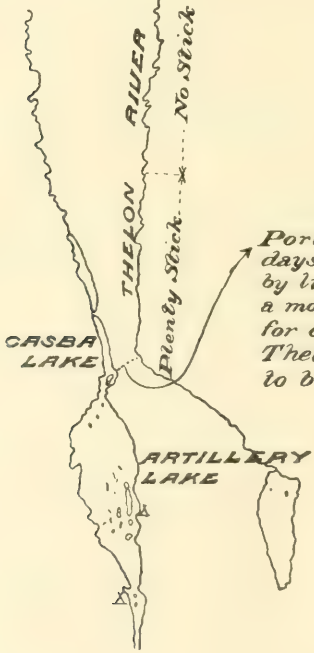
Artillery lake lies in a north-easterly and south-westerly direction, and is fifty-five miles in length by seven miles in width at the widest part which is towards the north end. The southerly end terminates in a long narrow bay, less than half a mile in length, and the superficial area of the lake is about one hundred and ninety square miles. Its shores are bold and high, in some places about two hundred feet above the lake, and for the most part they present a bare, desolate appearance, especially on the easterly shore where few trees of any kind can be seen.

Such small groves as were found are shown on the map, but on the westerly side, about ten miles from the south end, the shore is quite well timbered with small spruce, and they continue northerly, although thinly scattered for a distance of twenty miles, eight miles further north than the last grove on the east shore. There the woods cease entirely, and beyond the landscape is indeed a picture of desolation, although it produces much grass, mosses and other vegetable life for the support of the numerous bands of caribou which rove its rocky hills. About half way up the lake there is a group of high rocky islands, the largest of which, named 'Crystal island,' lies towards the east main shore, and appears from Back's map to have been taken by him for a part of it.

Its length is about five miles and its width half a mile. It is composed chiefly—as also the smaller islands—of dolomitic limestone with some patches of white quartz conglomerate, and innumerable white quartz stringers everywhere through the limestone. In these stringers in many places were found clusters of small clear quartz crystals, and hence the island's name.

Some growing timber was found on the south end of the island, as well as a large quantity of standing charred trees, making the place a most desirable camping ground. Similar rocks to those of Crystal island are found also on the east shore opposite, and southerly to a point opposite the head of the Lockhart river, where the formation changes to a coarse-grained red granite.

SKETCH MAP
OF
ARTILLERY LAKE AND THELON RIVER
MADE BY
PIERRE FORT SMITH
May 31st 1900.


THELON RIVER
No Stick
Plenty Stick
Portage said to be 2 days by dogs, 15 days by light canoes, and a month and a half for our outfit. Thelon River said to be fine for canoes.
CASBA LAKE
ARTILLERY LAKE

The west shore near the south end, which is precipitous in places, and attains a height of two hundred feet, is also composed of granite and diorite, together with large quantities of hæmatite ore. Dolomite and arenite are found at many points on the lake, and in some cases contain a considerable amount of iron pyrites.

The easterly shore of the lake is the more regular and unbroken, as well as being nearly in line with the most direct route across the ground divide.

The resources of Artillery lake and vicinity, outside of any mineral wealth it may possess, lie in its fisheries, its furs and meat supplies. In regard to the fisheries, I can testify that its deep cold waters abound with the finest specimens of lake trout as well as whitefish, pike and carp. At one place in about fifteen minutes, with a single spoon hook, one of my men pulled out eighteen fine trout, some of which were brought to camp, strung on a pole and photographed by me. Some of these fish were from sixteen to twenty pounds in weight. In regard to the fish of Artillery lake, I was told a most astonishing story by the Indian, 'Pierre Fort Smith,' and his companion. They affirm that they have frequently seen fish from twenty to thirty feet long in the water, and described them as being of black colour, with long slender horns or feelers. They say that they have never killed one of them—being afraid of them—but that they are frequently seen in the deep waters when crossing the lake. When I smiled at their story with some expression of doubt, they became very indignant and with one accord stoutly declared every word of it to be true.

I offered them 'one hundred skins' if they would capture or kill such a fish for me, but they only said they could not do so, they were too big, and they were afraid of them.

The fur-bearing animals of the district are black bears, timber wolves, carcajous or wolverines, coloured foxes and ermines, although musk oxen are also found at no great distance from Artillery lake, both to the north east and north west.

The meat supply of the country, which is abundant, is furnished chiefly by the caribou.

Water fowls are not numerous as the rocky shores and deep water are not such as to provide food for water fowls, but ptarmigan are quite plentiful on the land where they find abundant varieties of berries which are found everywhere.

HEIGHT OF LAND.

During the interval of our encampment in the last woods on the east shore of Artillery lake, advantage was taken of the opportunity for making a track survey across country towards the height of land, which was thought to be no very great distance to the eastward.

On June 14, therefore, accompanied by Mr. Fairchild and three voyageurs, I proceeded by canoe, northeasterly along the shore through a channel of open water for a distance of twenty miles, where a low land-locked bay was reached, which appeared to be the most easterly part of the lake, and thus to afford the most advantageous point from which to start on our overland journey.

From the east shore of this bay on the following morning our tramp was commenced, and a mean astronomical course of north 80° east followed.

The character of the country passed over was that of low rocky hills, with occasional high sand ridges, and with [illegible] between them.

The rocks were observed to be granitic and gneissic, and rocks [illegible] were everywhere to be seen moving northward. The [illegible] land was found to be to the westward for a distance of seven miles, when suddenly from the summit of a hill—the elevation of which was 1,488 feet—Clinton lake was [illegible] and 400 feet below us, was discovered. It appeared to extend for miles to the northward, having from our elevation a water horizon in that direction. It also stretched for a considerable distance towards the south, and as its surface was now only partially covered by ice, our further progress to the eastward was [illegible]

From our elevation a fine view of the lake and surrounding country was obtained, and many conspicuous white sand hills and ridges were visible in various parts. As to the direction of discharge from this lake, we were at first unable to determine the question, but upon surveying the west shore, a distance of ten miles to the southern extremity and finding no outlet there, but several small inlets, and subsequently on completing the survey of the north-east shore of Artillery lake, and finding no stream which could form the outlet of so large a lake, it became evident that the outlet must be to the north or eastward, and that we had consequently crossed the Grand divide at the distance of about seven miles from Artillery lake—the elevation being, as already stated, 1,488 feet. This new discovery was named by me 'Douglas lake,' after my own little boy.

In returning to camp, Mr. Fairchild and the men had some difficulty in getting the canoe back along the shore, as the ice had drifted in tight upon some of the points. As for myself, I walked all the way back to camp across the country—a distance of about twenty-five miles—in order to explore the district.

Many small lakes and ponds were met with, and the rocks were observed to be granite and gneiss in most places.

Glacial striæ were observed on the rocks with a strike of north 88° east (astronomical).

Little else of interest was to be noted, beyond the fact that I had a rough, tiresome tramp, and reached camp in good time to save myself from getting a thorough soaking. Mr. Fairchild and party did not reach camp with the canoe until 11.30 p.m., some two hours later than myself.

Preparatory to proceeding on our journey with the canoes, a small 'cache' of provisions and such other articles as would not be necessary on the Barren lands, such as our sheet iron stove, was placed and securely fastened high up between two small trees, from which the branches and bark were then removed, so that the trees might be smooth and as difficult for carcajous to climb as they could be made.

The carcajou, it may be mentioned, is one of the most troublesome enemies to the Indian or the hunter. It is almost impossible to make anything secure from the reach of this robber brute. What he cannot eat he will destroy, or carry away and hide, and as he is not only very powerful and cunning, but can climb trees, or swim in the water, he is indeed a formidable enemy. Notwithstanding our carefully built 'cache' my Indians said the carcajou would rob it, so as a last resort, I nailed a lot of great strong fish hooks upon the barked trees, and thus left it to take its chances of safety. On the afternoon of June 18, the lake ice being off shore sufficiently, we loaded our entire outfit into the canoes for the first time, and with some difficulty worked our way along shore to the north-eastward. At certain prominent points where the ice was close in upon the shore we had to make portages over the ice, which was now none too strong for such work.

However, on the morning of the 21st we reached the head of Artillery lake and entered the mouth of 'Casba' river, a Chippewyan Indian name, the equivalent of White Partridge river. This river which is only about ten miles long, discharges the waters of Aylmer, Clinton-Colden and Casba lakes, and has a total fall of thirty-two feet. Towards its upper end are three rapids, necessitating, on the upward trip, three portages of 250, 250 and 400 yards respectively. On the down trip, the two upper rapids may be run by canoes, and only the lower 250-yard portage made where there is a fall of 15 feet.

Just above the third rapid Casba lake is reached. It is about 15 miles long, by from two to three miles wide, excepting at the south end where a deep bay extends towards the north-west for a distance of nearly four miles.

As far as this bay we were accompanied by 'Pierre Fort Smith' and his friends, who in that direction were now setting off on a musk ox hunt.

Casba lake was found to be comparatively free from ice, and this was an agreeable surprise to us since we had left so much ice to the south of us.

SESSIONAL PAPER No. 25

Having had the misfortune to lose the spinner of my canoe log on our second day out, I found myself seriously handicapped for want of a measuring instrument. Being wind bound for half a day, however, I got to work and out of an aluminum fry-pan, manufactured a new spinner which proved to be quite as good as the one I had lost.

Casba lake is connected with Clinton-Colden by only a few hundred yards of current—nothing in the shape of a rapid or fall—and on entering this latter lake we saw the last of the ice on our outward journey. For three miles or. Clinton-Colden lake we sailed in a north-easterly direction until we reached the entrance to a deep bay, in the mouth of which, as marked on the Indian maps made both for Back and myself, is a small island. Into this bay, which extends in a south easterly direction, we turned our canoes and paddled a distance of only three and a half miles, when we found ourselves at its head, and, as we believed, at the commencement of the portage route to the 'Thelon' as described by Back. As it was Saturday evening when we reached this place, 'Sunday camp' was pitched, and the next day a reconnaissance made to the country to the eastward.

A portage of only 100 yards took us to a little lake about one mile long at the east end of which the height of land was crossed; at this point the elevation being only 1,234 feet above the sea.

At the portages we discovered some very old moss-grown fragments of tepee poles, proving that at some time the route had been travelled by Indians.

Since leaving the cache in Artillery lake, we had not seen a growing tree of any description other than a few ground willows. Moss and heather formed the only fuel supply of the country, and with these we boiled our tea, and did our necessary cooking.

The weather was at this time fine and pleasantly warm, ranging from 50° to 70° in the shade, and the mosquitos were out in full force.

The character of the country was much less broken and rugged than about Artillery lake, its surface more level and containing few conspicuous elevations. The most notable perhaps from the height of land portage is a small conical butte bearing south 42° west by compass, and is probably the same one mentioned by Pike as a 'leading mark' to the Casba river.

HEIGHT OF LAND LAKES.

After crossing the divide, and within a mile and one half thereof, we entered a lake bearing away towards the south-east. This lake was named Lac Deville, in honour of our worthy surveyor general. It has an elevation of 1,209 feet, and was found to be about eight miles in length.

From the south-easterly extremity it discharges through two short rapids, when two portages of one hundred and four hundred yards respectively are necessary, into a second lake of four feet lower elevation. This lake I have taken the liberty of naming Smart lake, and through the north end of it we passed for a distance of nine miles. To the south, however, extended a deep bay into which we had to pass to enter. This in all probability leads to the main body of the lake extending many miles to the south, as indicated on Back's Indian map. Smart lake carries to the north-east by means of a rapid half a mile long, and 3 miles or two more of current, which enters the south arm of Sifton lake—so named in honour of the Minister of the Interior. Sifton lake has an elevation of 1,177 feet, and is of very irregular form, being composed of four large arms, one extending to the south, two to the south, and one to the east and south east. Judging from the description this is the second large lake shown on Back's Indian map of the route of the Thelon, and such being the case our route lay by way of its eastern arm.

Whilst sailing northward into Sifton lake we encountered a gale which forced us ashore at the focus of the four arms. This falling a little before noon found us upon us, Mr. Fairchild and I, providing ourselves with compasses and field glasses, made

an exploratory tramp of a few miles. The season had now advanced to June 27, and at such time in our latitude (63° 44′) we had no darkness, although the sun dipped below the horizon for a short time. The hours of night were, therefore, as suitable for travel as those of the day, and hence it was 10 p.m. when, scanning the valleys and hill-sides with my powerful stereoscopic field glasses, I observed a band of musk oxen feeding a mile or more to the northward. Fifteen of them were counted in all, and this was a genuine surprise, since we had not expected to see any of these animals for some time to come. They were none the less welcome, for our camp was much in need of fresh meat, and stimulated by this knowledge we procured two rifles from camp and set off in one of the canoes with two Indians, on a midnight hunt. The lake had now become quite calm, and the northern sky a glow of lurid light, making the scene a most enchanting picture, such as can only be seen within the shadow of the Arctic. For three miles our light canoe glided over the glassy surface of the lake in perfect silence, excepting for the faint ripple of the water against its sides, until when near the shore there suddenly appeared over the adjoining ridge, the huge black forms of nine musk oxen.

Even our breathing was now almost stifled until we were able to gain the shore and conceal ourselves from view behind the steep bank of the lake.

After hauling out the canoe upon a sand beach and carefully examining our rifles, we made the ascent of the bank. There we lay for some minutes in silent admiration within sixty yards of the foremost brute, in order to regain breath and steady our nerves, which being accomplished, and the two largest bulls selected, at a given word, we both fired.

They were all taken completely by surprise and at once stricken with panic, and yet they had not yet located their source of danger, and knew not which way to flee. The succeeding ten minutes were assuredly most interesting around 'Musk Ox hill.'

Although our rifles were of the most modern and very powerful, one 'soft nose' was by no means sufficient to bring the bulls to earth. We had to spring to our feet, and defend ourselves from the charge of several of the infuriated band, which was, however, soon despatched before our deadly missiles. One of the large bulls killed was found, upon examination to carry six mortal wounds, and three holes through his heart, all of which he had received before falling. Such was found to be the tenacity of these noble beasts.

A young wounded musk ox which charged upon one of my men, and made matters decidedly lively for a time, was photographed by me before he fell at 1 o'clock, a.m. He had previously been snapped by Mr. Fairchild, as the brute was charging upon him, but the light was not sufficient at that hour for an instantaneous photograph, and nothing resulted.

The whole night had passed without thought of sleep, but we had had a successful hunt, and were now well stocked with fresh meat.

On the summit of Musk Ox hill—seventy feet in height—a great cairn of rocks was built, and the geographical position of the spot determined.

Its latitude was found to be 63° 44′ 42″, and longitude 108° 17′ 11″.

The combined length of the south and east arms of Sifton lake by our course was found to be eighteen miles. How far the two northern arms extend, I cannot say, more than that they had water horizons from our points of view.

It is worth noting that at the head of a small bay about one mile east of Musk Ox hill, a few small scrubby spruce trees were observed. They were the first seen since leaving Artillery lake, but were too small to be of much interest.

On a small island in the south-eastern arm of the lake we made our second cache of provisions, to be picked up on our return journey. On this occasion, having no trees, our provisions were merely placed in waterproof bags and covered over with stones, the isolation of the little island being relied upon chiefly for security. On this island some little local magnetic variation was observed—there being a difference of 2° between its two sides not one hundred yards apart.

From Sifton lake, a succession of small lakes and strong currents lead us eight or nine miles to the south-east, bringing us back to the latitude of Smart and Casba lakes.

Thence we turned north-eastward and eastward, passing through several small lakes having irregular and deeply indented shores.

The elevation of the upper of these lakes was ascertained to be about 1,190 feet, and the next ten feet lower.

Lac-du-Bois, so named from the occurrence on its shores of a few thinly scattered spruce trees, has an elevation of 1,148 feet.

On July 1 the water on these lakes was found to have a temperature at the surface of 60°, that of the air at the same time being as high as 72°, which to us felt excessively warm.

The above three lakes are connected by two heavy rapids of ten and thirty feet fall respectively.

At the upper one where a single tree was found, the portage, which is best made on the north side of the stream, is five hundred yards in length. At the lower rapid, though the fall is greater the portage is but four hundred yards long, and is on the south side of the stream.

Lac-du-Bois may be entered by either of the channels, but the southerly is the course of the main stream and contains a strong current.

It discharges by means of a wild rapid of 45 feet fall, when a portage of seven-eighths of a mile is necessary on the south-west side of the river.

Photos were taken of these rapids, one of which at Stn. 321 appears amongst the other photographs at the end of this report, and is numbered 35.

HANBURY RIVER.

At the foot of this rapid, a little lake two miles long was entered, and at its south end we found the discharging stream, which hereafter assumed more the character of a river, and to it I have attached the name of 'Hanbury,' after David T. Hanbury, the first white man to ascend it.

For about one mile and a half from the lake, the river trends nearly south and consists of one long rapid, falling in that distance about 50 feet. About two-thirds of the rapid may be run by canoe, but the remaining third is too rough and has to be portaged.

At the foot of this long rapid, the river bends to the north-east, and without describing its course in detail, continues in that general direction for about 30 miles, passing through four small lakes and into a fifth, which has been named 'Sandy lake,' because of the very remarkable and high white sand hills to the south of it, and its white sand shores and bottom. The elevation of Sandy lake is 949 feet, its length about four miles, and width less than one mile. Its waters are very cool, and full of sand bars. The general character of the river thus far afforded a fair canoe route, the current ranging from one to five miles an hour, with a mean velocity of probably three and a half miles. Just before entering Sandy lake it turns sharply towards the south-east and maintains that general direction to its junction with the 'Hayes.'

About a mile below Sandy lake, the grander scenes of Hanbury river commence. It begins with a beautiful fall of 30 feet, which I have named Macdonald fall. Thence for three miles down stream the river rushes through a narrow chasm, which I have named Dickson canyon, and falls a distance of over two hundred feet.

The scenery in this canyon is by far the wildest and grandest met with on our journey, not even excepting Porry falls, and in this assertion I think the accompanying photograph will bear me out.

If, therefore, Sir George Back's opinion of the magnificence of Porry falls is worth anything, what must be the grandeur of the Dickson canyon!

At Macdonald falls a portage of five hundred yards is necessary, and is best made on the left, or east side. At the canyon, a two-mile portage is necessary, and is best

made on the right or west side. About one mile below the canyon another fall of sixty feet occurs. This one I have named Ford falls, and it was passed by making a half mile portage on the right bank.

A much shorter portage would have sufficed had we been able to descend the river bank when the falls were passed, but this was not possible on account of the banks being high precipitous walls of sandstone.

At the head of the canyon the rock formation was observed to be gneiss, having a strike nearly due north (astronomical) and a dip of 75° towards the west.

Towards the foot of the canyon the formation changes to a soft, white coarse-grained sandstone, into which towards the bed of the stream are many large well-rounded 'pot holes.'

With the change of rock formation a well marked change in the character of the country and its vegetation was also noted.

About the many lakes, forming the head waters of the Hanbury river, the country was of a very barren appearance, with scarcely a growing tree until Lac-du-Bois was reached. Thence to the canyon, occasional groves of small spruce trees had been met with along the river banks, but below the canyon the country assumed a more verdant appearance. Broad, grassy low lands, affording luxuriant feeding grounds for musk oxen, began to make their appearance, whilst the occurrence of trees became more common. Many new variations of flowering plants were also collected below the canyon for the first time.

Ten miles below the canyon, another beautiful fall of 60 feet occurs, and this I have named Helen falls. A portage of 500 yards is necessary here, and a short distance below another fall of ten feet, and portage of 70 yards complete the list on the Hanbury river.

About eight miles more of fine smooth river, took us to the forks or junction with the 'Thelon.'

The Hanbury river and upper lakes as a whole, form an excellent canoe route from Clinton-Colden lake across the grand divide and down to the Thelon river. The whole distance across our winding route measured 165 miles, or in a straight course between the extreme points determined by astronomical observations, 87 miles.

From Fort Reliance to the junction of Hanbury and Thelon rivers, the straight line distance is 150 miles, and by our route, 280 miles. The two extreme points are almost of exactly the same elevation, that of Great Slave lake being 520 feet, and that of the junction of the rivers being 530 feet, as nearly as could be determined from my barometric readings.

The intervening country is composed of bare rocky hills, and intervening stony low lands and lakes of great variety of form and size. Nothing of a mountainous character was found in the 'divide' country, and the greatest elevation to be crossed was the height of land, distant 115 miles from Great Slave lake and 714 feet above it.

Between the height of land and the Thelon river there are in all fifteen portages, aggregating a total length of five and three-quarter miles, the longest one being two miles, the shortest fifty yards, and the average for the whole, 676 yards.

Besides these there are between Great Slave lake and the height of land, twelve portages, making an aggregate of six miles, the longest being three and a quarter miles and the shortest 100 yards.

The total number of portages, therefore, between Great Slave lake and the Thelon river is twenty-seven, and their total length eleven and three-quarter miles.

In regard to game on the Hanbury river and headwater lakes, comparatively little was met with, excepting about twenty musk oxen and a few broods of young geese.

The deer had all preceded us to the northward, only an occasional straggler, which had been unable to keep up with the herd remaining.

THELON RIVER.

This fine stream was reached by us on the morning of July 7, about mid-summer. No snow or ice was any where to be seen, and the river had apparently fallen to somewhere near low water mark.

Opposite the first grove of spruce, about two miles below the junction of the Hanbury river, where we made camp, some measurements of the Thelon were made, from which the volume of flow at the time was found to be over 50,000 cubic feet per second. The width of the stream measured 1,227 feet, depth of channel five feet, and velocity three and one third miles an hour. These measurements being taken near the forks, show a less depth but greater width than exists at most parts.

Eight miles farther down stream soundings were taken, showing a depth of fourteen feet in mid-channel. At this point well grown spruce trees were plentiful on both banks.

About twelve miles below the forks the channel becomes greatly contracted, and when descending the river has the appearance from a distance, of being quite obstructed by bluffs of sandstone, 100 feet in height. Upon nearer approach, however, a gap is observed through which the river passes without falls or rapids, contrary to one's expectations. The 'Gap' being passed the river at once widens out beyond its usual width, and is confined by low sandy banks. Three miles below the 'Gap' the stream is divided during high water, by a large low island, which I have named 'Grassy island,' because of the rank growth of grass covering it, upon which musk oxen were observed to be feeding. At times of low water the western channel is almost or entirely dry. Soundings at several places showed eleven and twelve feet of water in the channel, but at other places sand bars were found to exist where the water was not more than three feet in depth.

About thirty and thirty-two miles below the forks, two slight rapids occur where ridges of rock project into the stream, but they are so slight as not to seriously interfere with navigation of the river, either by canoes or large river boats.

Here, and for many miles below, the Thelon is a really fine and beautiful river, having grassy banks well wooded in places by spruce trees, some of which measured fifteen inches in diameter.

GAME, &c.

As we glided quickly and quietly down the river, one of the most interesting features met with was the occurrence of numerous bands of musk oxen feeding upon the luxuriant grass or sleeping on the river bank. Attempts were made to obtain photographs of some of those noble brutes, but such were not very successful, for two reasons, first, because of the weariness of the animals, and second, because of the weariness of the photographers.

It was observed that when bands of cows with their young were met with, they were usually very timid and fled at first approach of danger, but in the case of straggling bulls which were frequently seen, they were much more fearless and allowed us to approach as closely as prudence and their defiant attitudes would permit. On one occasion, when Mr. Fairchild climbed the river bank in order to photograph a fine specimen, he had no sooner stepped his canoe and turned his back, than the brute charged and followed him to the bank. He was at once covered by our rifles but as Fairchild stepped safely into his canoe no shots were fired. Indeed, day after day we passed numbers of musk oxen, without molesting them in any way other than trying to photograph them. A notable fact is pointed to the north east, our first musk ox animal seen, with but one exception, was on the north side of the Thelon, or on some island in the river. On one occasion when three small ones were met with three on board, they immediately plunged into the water and swam directly to the south shore, after gaining which they could be seen galloping across the plains for miles.

Besides the musk oxen, the Thelon was evidently frequented on both sides by great numbers of caribou, as their tracks were everywhere to be seen, though few of the deer were met with until the lower stretches of the river were reached, their northward migration having preceded us.

Many broods of geese were also observed along the low grassy banks of the Thelon. They were of small gray species, with black necks and heads and white bands around the latter. Later in the season great numbers of moulting geese were met with, and thiry or forty of them knocked over with sticks for supplying our kettles.

Ducks and ptarmigan were also met with, though not in great numbers, whilst the spruce woods were enlivened by the songs of singing birds, notably American robins.

Bear tracks were twice observed on the banks of the Thelon, and on the return journey Mr. Fairchild was fortunate enough to fall in with and slay Mr. Bruin, after an interesting scrimmage. It was not a black bear, but a small silvery gray, or doubtless the barren land grizzly, as reported by Sir John Franklin to have been found by him north of Great Slave lake. Unfortunately, the interesting hide was lost in a canoe accident the day after it was procured.

Upon two occasions moose antlers were found imbedded in the sand of the river bank, and this is an interesting fact, proving the existence of the animals somewhere on the river, possibly higher up, as the antlers might have been carried down by the spring ice. This discovery proves the truth of the report made by the Indians to Sir George Back in 1834, regarding the game on the Thelon, as well as assisting in identifying this river valley as the site of the early and remote but highly-favoured Indian settlement so well described but vaguely located by Samuel Hearne.

In support of Hearne's story, and my belief that his reference was to the valley of the Thelon, it may be noted that some very old choppings were observed, as well as the decayed moss-grown remains of some very old camps, whilst scarcely any recent signs of habitation exist.

The wooded, or partially wooded, banks of the Thelon, extend for a distance of about one hundred and seventy miles below the forks of the Hanbury. This distance is not to be understood as a continuous stretch of timber, but over that distance many fine spruce groves, as well as more or less continuous thinly-scattered trees are found. The largest trees measured from twelve to fifteen inches in diameter, but the average diameter would be about six inches.

The dimensions of the Thelon are noted from place to place where taken upon the map, but the following may be assumed as approximate averages for the measurements of the river from the confluence of the Hanbury to that of the Doobaunt, a distance of two hundred and twenty-four miles:—Width 250 yards, depth 6 feet, current 3 miles per hour.

The depth of channel in most places measured from 10 to 14 feet, but in a few places sand bars were observed where there were not over three feet of water. Over the entire length of the above stretch of river not a single rapid, worthy of the name, exists. At several points very swift currents were met with, but nothing too heavy to run, either down or up with our canoes, for in ascending the river—having a strong, fair breeze—we sailed up through the worst places.

MEETING ESKIMOS.

About twenty miles below the last woods on the Thelon, some conspicuous land marks, evidently recently erected by natives, were observed on a high point of the main shore as well as on an island opposite to it. Here the river made a sharp bend to the eastward, and upon following it we noticed the whole atmosphere permeated by an abominable stench, the cause of which was soon explained by the occurrence of the putrifying carcasses of hundreds of dead deer, strewn thickly along both shores for a mile or more. The cause of this unwonted slaughter was not very apparent, but it

was thought at first that the poor brutes might have been caught by the spring ice flow and drowned. The subsequent discovery that a few of them were carved and deprived of their choice parts, created the suspicion that it was the work of natives, and the belief was strengthened by the discovery of an Eskimo encampment at the lower end of the string of carcasses. Upon going ashore I made inquiries as to the cause of the fearful slaughter of deer, and was told that it was due to the spring ice, the truth of which, however, I am inclined to doubt.

The encampment consisted of three or four lodges, and thirty-three souls in all, chief amongst whom was an old coast Eskimo, named 'Pingwarlook,' commonly known by the traders at Fort Churchill as 'Chesterfield.' With him, as well as with one or two others our archdeacon was acquainted, and one of them had met me in 1893, so we found ourselves amongst warm friends.

Suspecting that we would be in need of more provisions on our return journey, I took occasion to order as many pairs as could be made for these people against our coming, and after distributing a few presents of tobacco and ammunition, and taking their photographs, we pushed on down stream a further distance of about twenty-five miles, when a small lake was reached. Upon sailing into it we were suddenly overtaken by a severe gale which obliged us to run to shore and seek a friendly harbour, which we happily found in the nick of time; for we had no sooner got ashore than the surface of the lake was a sheet of foam. Nor did the gale pass as quickly as it had come, but continued the next day and the next. Although we were not beyond the limits of the growing timber we were hopeless not without fuel, for the little bay in which we had found refuge was filled with drift wood, and knowing such a commodity must soon become scarce, advantage was taken of our enforced detention by taking up a lot of these, as well as obtaining a set of observations for the determination of our position.

From such determination, as well as from our survey, I found ourselves to be no great distance from the outlet of the Dubawnt river, where we had first seen drift wood in 1893, and deeming it inexpedient that our whole party should proceed further to Hudson bay, over a route which I had already half traversed, I decided to divide our party here, sending Mr. Fairchild, accompanied by Archdeacon Lofthouse, to complete the survey of Aberdeen, Schultz and Baker lakes, and to examine the islands of Chesterfield inlet, while I should return up the Thelon and devote my personal attention to the upper part of the river and the divide country.

Acting upon this decision, I prepared the following instructions and handed them to Mr. Fairchild :—

INSTRUCTIONS TO C. C. FAIRCHILD, C.E.

July 13, 1899.

C. C. Fairchild, C.E.,

Slave Lake, Chesterfield Inlet Expedition.

Dear Sir,—Since in the best interests of the exploratory work we have on hand, it seems advisable that henceforth our party should be divided, I hereby intrust to your charge that section of our work extending from the mouth of the Thelon river at Aberdeen lake to Hudson bay.

You will take with you two of our canoes and four men as voyageurs, viz. :—Menetre, French, Acres and Kipling. Mr. Lofthouse will also accompany you as far as Hudson bay and assist you with astronomical observations. He will probably leave you at the coast, but before he does so you will obtain from him his meteorological record and instruments, as well as any natural history specimens he may have, and carefully preserve the same for me.

From the time of his separation from your party you will endeavour to continue until the conclusion of your work the meteorological records with as much accuracy as possible.

For the performance of your survey, I commit to your charge the following instruments, viz. :—

1 dip circle, 1 solar compass with tripod, 1 prismatic compass, 1 micrometer telescope, 1 pair of field glasses, 1 canoe log, 1 chronometer, No. 0859, and 1 aneroid. And as I am personally responsible to the 'department' for these instruments, I request that you take every reasonable care of them.

Your method of survey will be as follows :—When practicable your distances will be measured by the canoe log, and your bearings with the prismatic compass. As frequently as possible you will ascertain the magnetic variation by means of your solar, and also latitude and time observations by means of the dip circle. With the same instrument, as frequently as practicable, you will also determine the 'dip' and total force. In Chesterfield inlet where the currents may be too swift or variable to admit of the advantageous use of the log, you will measure your distances by means of the micrometer and discs, which in order that the graduation of the scale may correspond to tenths of a mile may be set at a distance of 18·36 feet centres.

With a view to solving the problem of navigation, you will as often as time will permit, ascertain the depths of lakes, rivers and the inlet. As portions of Aberdeen, Schultz and Baker lakes were surveyed by me in 1893, and maps of such works are submitted to you herewith, you will devote your attention chiefly to the unsurveyed shores, whilst in the Chesterfield inlet the whole requires to be surveyed if time permits.

For the support of your party you will have seven weeks provisions to take you to the bay and back to the Hanbury river or west branch of the Thelon, from which point to Fort Reliance you will have ample supplies in the four caches along our route, the location of which you will know. In addition to the above supplies you will take two rifles and 300 rounds of ammunition, besides two fish nets and hooks for the purpose of providing your camp with fresh meat and fish.

It is probable that you may reach Hudson bay by the 25th of this month, and if so you will be able to commence your return journey within a day or two. In any case do not leave the coast later than August 1, as it is necessary that you shall reach Fort Reliance by September 15, in order to meet the steamboat which I have engaged to take you and party to Fort Smith. At Reliance or Resolution you will likely receive official instructions addressed to me. If so, you may open and read them and act in accordance with the same.

The cost of transport of our party and outfit, including dogs, to Fort Smith, was agreed upon at ($100), one hundred dollars. Keep of dogs was to be seven skins each and four nets. These, and any other accounts of our party, you will please certify in my name. I will arrange for the payment of your party at Winnipeg, and in the meantime you will be able to obtain what goods or cash you may require from any of the officers of the Hudson Bay Company.

Such of our goods as were left in cache at Resolution and elsewhere, you will please take out with you or ship to my address at Hamilton, depending upon your facilities for transport. You will also be governed in this regard by instructions you may receive from Ottawa. Herewith I inclose a note addressed to the officers of the Hudson Bay Company, instructing them to supply you with what goods or cash you may require and to charge the same to my account. Please have all accounts made out in triplicate and retain one copy for my use in making a final settlement of accounts.

In regard to your survey of Chesterfield inlet it is desirable that you should ascertain the range of the tides at various dates and localities, also the direction and rates of tidal currents, the depth of water and nature of bottom at places suitable for anchorage, as these are questions which affect navigation.

Requisitions for railway tickets for yourself and party will be supplied you at Edmonton.

I have the honour to be,

Your obedient servant,

J. W. TYRRELL, *D.L.S.*

In response to these instructions Mr. Fairchild assumed charge of the eastern section of our work, and carried it through most successfully.

The following is his own report :—

MR. C. C. FAIRCHILD'S REPORT.

CHIPPEWYAN, November 12, 1900.

J. W. TYRRELL, D.L.S., &c.,
Slave Lake, Chesterfield Expedition.

DEAR SIR,—Acting under instructions from you, bearing date of July 13, 1900, I beg leave to report as follows :—

I proceeded from our point of separation with the survey, according to instructions, as far as Hudson bay, where I arrived on July 31, and returning completed the survey on the inlet on August 4.

Owing to the high winds prevailing during the trip, I was unable to make such headway as would warrant a micrometer survey of the inlet, but I tied the traverses of north and south shores together, and also took observations for time and latitude as often as possible.

The magnetic variation on Chesterfield inlet I found very erratic or variable, and no doubt any difficulty in plotting the survey will be due chiefly to this fact.

I was unable, owing to the short time at my disposal to make anything but a cursory examination of the general depths of the water traversed, but I took soundings enough to satisfy myself that vessels drawing 10 feet of water would have no difficulty in travelling from Hudson bay to the west end of Baker lake. Here boat navigation must end as far as the river between Schultz and Baker lakes is concerned, owing to rapids at either end of the river that would in low water not permit of the passage of any craft larger than a York boat.

The south shore of Aberdeen lake we found generally low sandy soil, with a few rocky ridges. The shore was strewn with driftwood for about 30 miles from the west end of the lake ; beyond this point not a vestige of driftwood was seen, excepting of willow, which grows along the whole route traversed.

The south shore of Baker lake is also generally low and sandy as far as the point about 20 miles from the east end ; here the contour plunges suddenly into bold rocky ridges, similar to the shores of Chesterfield inlet.

Chesterfield inlet in the main channel exceeded five fathoms in depth at all points tried, and soundings were only taken when I could see the bottom, which was plainly visible at 30 feet and even more.

Some difficulty would be experienced at the west end of Baker lake to find a suitable landing place for a vessel of any size, owing to the prevalence of sand bars.

During my return trip I succeeded in killing a bear, which I believe was of the species spoken of by Richardson as the barren land grizzly ; however, I do not believe that they abound in any numbers, as we saw only one other track during the entire trip.

I regret exceedingly to have to report that while I regard the trip as highly successful inasfar as I covered all the ground laid out, I had a canoe accident on the Thelon river on my return trip. My canoe was capsized in about 24 feet of water, and while no lives were lost, the solar compass, prismatic compass and camera could not be recovered.

The plans and field notes, which I transmit to you herewith, will give you the information gathered during the trip.

I have the honour to be,
Your obedient servant,

C. C. FAIRCHILD.

UPPER THELON.

On the morning of July 16, the gale having subsided sufficiently to admit of travel, Mr. Fairchild, with two canoes and party of five, set off for Hudson bay, whilst I, with the one remaining canoe and two men returned up the Thelon, with the intention of exploring the upper part of the river, and possibly getting through to Lake Athabasca, in which case I might be able to catch the last Hudson Bay Company steamer going up to the landing, and get out somewhat earlier than Mr. Fairchild. However, this was all uncertain, as it was imposible for me to know what I should be able to do in these regards. At 'Ping-a-wa-look's' camp on our way up stream, I procured the few moccasins they had for us, and they were much needed before we got out of the country, for as my men tracked the canoe up stream, the sharp rocks and stones over which they had to walk, cut through two or three pairs of shoes a day.

On July 23, as we were working our way up stream, we overtook a large band of caribou moving southward, and we were highly pleased to meet them, since we were quite out of meat. Several were shot, and a good supply of venison taken along with us, to be dried at the earliest opportunity.

The weather, which had set in bad about the middle of the month, continued so for two weeks, causing us some delay, and a more unpleasant trip up the river than we would otherwise have had.

In passing some of our former camping places, it was observed that the water of the river had fallen about two feet from its level of two weeks previously.

On the 28th, we reached our old camp at the Forks and there remained for a day or two in order to get a rate for my chronometer as well as to dry our meat. These objects having been accomplished on the last day of July, I turned my attention to the upper portion of the Thelon, which was found from the forks up to be obstructed in several places by shallow rapids. The general trend of this part of the river is southerly, and its banks which are more thinly wooded than farther north are comparatively low and sandy with grassy flats at some places -particularly towards Eyeberry lake—about fifty miles up. This lake was so named because of the abundance of eye-berries which we found on its shores and islands. About ten miles above or south of Eyeberry lake, a small river fifty yards wide was observed emptying into the Thelon, and south of it the river banks became suddenly much higher, and the river channel more confined and tortuous.

Spruce and tamarac groves were also becoming more frequent, though still scanty enough. The average elevation of land was from 50 to 80 feet above the river, which in width varied from 100 to 250 yards, and in depth from two to six feet.

Its mean velocity was about three and one-half miles per hour. Flood water marks here as well as on the lower part of the river were observed as high as thirty feet above ordinary water level.

In August it was observed by Fairchild to be three feet higher.

At about ninety miles the country again becomes more open and prairie like, with low sandy river banks. A few miles further up the banks are composed of coarse gravel, and rise to a height of eighty or ninety feet. The rock formation which makes its appearance at several points along the river banks, was observed to be sandstone, and so on the general character of the river and country continued much the same for a distance of 128 miles, when the stream becomes divided again, and both branches rapid and shallow. At their confluence was also observed the junction of sandstone and granite rocks. It was now August 9, and judging from my progress during the last two weeks, and the prospect of increased difficulties ahead, I came to the conclusion that it would be unwise to attempt to push through to Lake Athabasca—a probable distance of 500 miles further by my route. It seemed to me preferable and more strictly in line with your instructions, that I should rather endeavour to explore a second route across the 'Divide' to Artillery lake, and recollecting the small river flowing in from the west at the Sixty mile, I determined to return thus far, ascend it as far as possible and thence cross by the easiest route to Artillery lake.

ACROSS COUNTRY 100 MILES.

Having decided upon the above plan of action, we easily returned down-stream to my new point of commencement, and on the 13th began to ascend my west branch. Its course took me as nearly as could be in the direction of Artillery lake, but I was not long to follow it, for by noon of the same day we had reached the head of navigation for so heavily loaded a canoe as ours. Not wishing to be thwarted in my object, I now decided to send my two men with the canoe, around by the way we had come, to Artillery lake, and that I would walk across alone.

It seemed that there could be no great difficulty in doing so, for the distance in a straight line I knew to be only about eighty miles; the season was still early and there were now plenty of deer roving over the country. Thus viewing the problem, I sent my men back with the canoe and its contents, and having selected my necessary outfit for the tramp, bundled it up into a neat pack of about fifty pounds, and started off. It did not feel heavy at first, and the weather being fine I made fair progress, but as the day wore on, my pack became burdensome and by evening I was quite ready to lay it down and creep into my sleeping bag. This first day's march, which covered thirteen miles, was along the course of the stream, over rough hills of gneiss sparingly wooded for a distance of ten miles only from the Thelon. At a point eight miles distant I discovered a beautiful little fall of 50 feet drop, and it was here that the gneiss formation was first noted. Its strike was observed to be north 15° east (astronomical) and dip 70° east.

My first day's march took me to the shore of a small lake, which of itself formed no serious obstruction to travel, but may be mentioned as the first link of a chain which was to cause trouble. The lake is about four miles long, but of very irregular shape. Its east shore is conspicuous because of a high ridge of white sand which has a bearing of south 63° east. Because of the irregularities of the shore and the impossibility of seeing any great distance ahead, it required a twelve mile tramp to get free from this lake, and that represented my second day's journey. My rations were obtained from the carcass of a deer which I had shot, and some biscuits which I had brought in my pack.

On the morning of my third day, only three miles from my 'camp,' I came upon a large lake—to which I have taken the liberty of attaching my own name—since I am sure it has never been, and perhaps never will be, of as much interest to any one else as it proved to me.

Ascending the highest convenient hill, I examined the lake as critically as possible with my fine field glasses. Its general bearing lay nearly north-east and south-west. Its southerly shores appeared to be only two or six miles distant; but its northerly boundary I could not determine, being apparently limited only by the blue, hazy distant hills. Having no boat or timber of any description with which to make a raft, I turned my steps towards the south, as the seemingly easiest way of getting past this obstacle, and for three miles or the residents I got along all right. Then I was suddenly confronted by a large stream forming the outlet of the lake. This I descended for some distance in the hope of finding a ford, but finding none, I stripped myself and waded in, hoping to find some place where I could get my outfit across, but in this I was disappointed, and the water, too, was very cold.

I had no alternative but to return and try the west end of the lake, which I did, and, to make a short story of a long weary tramp, over rocky hills and through soft muskegs, ankle deep in water, after three days of tramping it, I reached the south-east angle of Terrell lake, and there was no love lost in parting. I had now been three days on my tramp, but out of a distance of eighty-three miles covered, I had only made sixteen miles westerly out of a necessary eighty; and the contemplation of that was anything but encouraging, for I had counted on reaching Artillery lake within ten days at the longest. There was, however, no possibility of retracing my steps now, so the only possible course was to push ahead regardless of what time the journey might take, or what new difficulties it might present.

The character of the country continued much the same, the rounded bare hills of gneiss being separated by wet muskegs, or as commonly, small lakes and ponds which covered a large percentage of the country and formed a great impediment to travel.

The morning of my sixth day set in with a chilling north-east wind and pelting rain, which not only saturated my clothing, but also the moss, so that I could make no fire. Having a small flask of brandy with me I refreshed myself with a little of it in water and a biscuit, and tramped on, making thirteen miles during the day. The night being dark at this season, it was not possible to travel continually, so, wet and shivering as I was, I lay down on the rocks in the pelting rain to try and sleep, but this was not to be, for my bed soon became a puddle of water, and I was uncomfortable indeed. I earnestly longed for the daylight, so that I might get up and travel, and at length it came, but still the cold rain came down, so that I could only wring out my single blanket and start on without breakfast. A deer skin which I had carried in addition to my blanket had become so water-soaked as to be too heavy to carry and was left behind. Fortunately by noon on the seventh day, the clouds broke and let the warming sunlight stream through upon me. Thus I was enabled to dry my clothes, and still better, ere long, to make a fire and cook some venison, which was much appreciated. At night as I went into camp (more properly my blanket), I shot a fine fat buck, and cooked as much of it for future use as I could, with the little moss I could find.

The 20th of August was my eighth day out, and I had made only thirty-three miles of westing, but now the weather seemed to have cleared, so I pushed on with fresh courage, passing several small lakes and bringing up on the summit of a hill overlooking a larger one.

Here, observing the approach of a heavy storm, I proceeded to fortify myself as well as my blanket and canvas wrapper would admit of, and so fairly well weathered out a bad night. But the next day was intolerable. I endeavoured to push on, but so cold and drenching was the rain that I shivered even as I travelled, under my water-soaked burden. Later in the day the weather became so thick, that I was as one walking in the dark—not knowing what was before me—and soon found myself almost entirely surrounded by water. I was now forced to await an improvement in the weather, and so, partaking of a wet biscuit, for I had nothing dry, and a drink of brandy, I lay down on the sand.

All night the cold rain came down in torrents, so that I was perfectly saturated with it. As the morning dawned conditions were not improved, for the rain had changed to snow and clothed the landscape in her chilling garment of white. It left me in an extremely uncomfortable condition, to say the least, being without shelter, fire or cooked food, but the worst seemed to have passed, for at eleven o'clock the next day the sunlight broke forth again and brought me much needed relief.

With the clearing weather I found myself to be on a long high point of sand, reaching far out into a lake, from which it would be necessary to retreat and make a detour, but anything was better than lying shivering in the darkness and rain, so I resumed my tramp, or track survey as a real pleasure, and hoped for better days, but they were not to come just yet. I took advantage of all the daylight the 22nd could afford me for travel and made a good day, but the next brought a repetition of the storm, a gale from the north east, with driving rain and sleet—so severe that I was forced to seek shelter, which to some extent I found on the lee side of a rock. Here I spread my canvas, and wrapping my wet blanket about me, remained for two days until the storm of wind, rain and snow had spent its fury. My biscuits were now all gone, and the only available stimulant I had at this camp was the remainder of my flask of brandy, of which I gladly availed myself.

My condition had become decidedly serious. I had not slept a night since I had left my canoe, and this wretched weather and lack of food was already telling seriously upon me. The barren ground is a most inhospitable place in bad weather, but having exposed myself to its inhospitality there was only one thing for me to do, and that was to get out again as best I could, and this I was quite resolved to do.

The morning of the 25th brought a slight improvement in the state of the weather, so that I was able to get on my feet again and stagger along under my load—made doubly heavy by its weight of water.

By noon the rain ceased entirely, when I was able to make a heather fire and cook some venison which revived me much. The next morning I found a quarter of an inch of new ice on the ponds, but getting under way I soon came to the shore of a very large lake—the one I believe shown by Back on his Indian sketch, and recently named Campbell lake.

Its shores are formed of high white sand ridges, and afforded good travel which was most acceptable to my sore feet and worn out moccasins. The country in the vicinity of Campbell lake presented a less rugged and more pleasing appearance than it had done since leaving Thelon. Berries of several kinds had again made their appearance and deer trails were well defined and deep, although it should be noted that these latter were everywhere to be seen throughout my journey.

Fifteen miles were travelled during the day, chiefly along the shores of Campbell lake, and the next day, my fifteenth out, a similar distance was covered and my first sight of a growing tree obtained since leaving the Thelon valley. There was but a small grove of them, but they meant much to me, not only in administering to my immediate comfort, but as foreshadowing the end of my difficult journey.

Before noon of the following day I had reached my supply cache on the shore of Artillery lake, and completed an uncomfortable tramp of 160 miles.

REUNION OF PARTY.

At the 'cache' my fish hooks had evidently done effective work, judging from the claw marks on the trees, and the broken condition of several of the hooks. The provisions were found just as I had left them, and I was not long in getting them down and making a snug camp in the spruce grove. My canoe and two men had not yet reached the 'cache,' but only two days after my arrival they made their appearance with the load in good condition.

A rest of several days was now indulged in, since the weather continued very bad, but it gave me an opportunity to overhaul my outfit, repair moccasins, and pack specimens, &c., for shipment home. On September 4 and 5, I was enabled to complete my unfinished survey of the north end of Artillery lake, and having done so, I left a letter at the mouth of the Casba river for Fairchild, instructing him where to meet me, and turned about to proceed to Fort Reliance.

A head wind springing up, however, I was induced to go ashore until it might moderate, and meanwhile was overtaken by Fairchild, who had received my note within an hour of the time I had posted it up. We were now again a united party, and all in the best of health and spirits.

Mr. Fairchild's report has already been submitted, and there was now nothing left for us to do but get home as quickly as possible. High winds in Artillery Lake caused us some delay, but by the evening of September 13 we were all once more encamped at Old Fort Reliance.

RETURNING HOME.

As arranged with Mr. Gunderus in the spring, we were met by him in his steamer *Jessie* at the old fort on the 15th, and the same day were under way, bound for Lions Resolution and Smith. Unfortunately on the 20th, at Stony island, only twenty-five miles from Resolution, we encountered a gale which threw the *Jessie* on the rocks, smashing her wheel, keel and rudder.

Fortunately no further damage was done, and after effecting temporary repairs, we got her into Resolution on Sunday morning, September 23, some days behind time.

Four more days were then spent in repairing the *Jessie* more substantially for her trip up the Slave river to Fort Smith, and late in the afternoon of the 27th we were again under way.

At Resolution I learned with regret that many of our faithful dogs had died during the summer under the tender (?) care which they had received, but the surviving ones were placed in the canoes and taken with us.

On the evening of the 30th, when about half way to Fort Smith, we were again doomed to misfortune. This time it was our engine that broke down, and one day was lost in repairing it. Besides, her steaming capacity was seriously affected through the accident, so that it was the evening of October 4 when we reached Smith, and the 10th when with our three canoes we sailed up to Chippewyan. Through our unfortunate steamboat experiences we had lost just ten days on my reckoning, and were consequently too late by all accounts to make Athabasca landing by open water.

I decided, therefore, to accept what seemed the inevitable and remain at Chippewyan where we could obtain supplies and lodgings, until such time as we might be able to proceed with our dogs. This we did, and through the kindness of Mr. Drever, Mr. Fraser, Rev. Mr. Warrick, and others, our stay was made very pleasant indeed. One of my canoes was disposed of to the Hudson Bay Company, whilst the remaining two were well painted and placed in the company's charge for safe keeping.

By November 14 the lake ice had become set and sufficiently strong to admit of our passage, so with three teams of our own, and two others which I hired to assist us, we set out upon the final stage of our journey, and without entering into details thereof, arrived at Edmonton on December 6, nine months and twenty days from the date we had left there.

SUMMARY NOTES.

The more important material results derived from my exploration are briefly as follows :—

1st. The obtaining of a correct topographical map of the routes traversed, in connection with which may be mentioned the discovery of the Thelon river—one of the finest in Canada—navigable for river steamers or other boats of light draught all the way from Hudson bay to the forks of the Hanbury, a distance of 550 miles, excepting perhaps at two rapids on the river above Baker lake, where some improvement to the channel might be made. Just what length of time this route may be open for navigation I am unable to say precisely, but would judge that the river portion must be open at least five months, and the inlet and larger lakes about a month less, i.e., during the months of July, August, September and October.

Thus the possibilities and extent of navigation from Hudson bay towards the west, by way of Chesterfield inlet, have been pretty well determined.

In the Mackenzie basin, Charlton harbour, at the head of Great Slave lake, limits navigation from the west, and on its northern shore by the mouth of the Lockhart river is as pretty a town site as can be found in Canada. Between these two terminal points the only existing way of communication is by means of the excellent canoe route followed by my party.

For heavy commercial traffic a railway could be constructed without serious engineering difficulties, by avoiding the lakes along the Hanbury river route, there being no great elevations or other great difficulties to overcome, unless it be the remoteness of the district and the scarcity of timber.

Should any kind of electric transmission become desirable, the two grand water powers of the Lockhart river and Dickson canyon could be utilized to great advantage during the open season.

Because of the remoteness of the locality, the severity of the climate, the scarcity of timber and high cost of freighting supplies, &c., construction work of any description on the divide must necessarily be expensive; but beyond this, with the information obtainable of so wide a district in one short season, it would be impossible for me to prepare anything like a reliable estimate of the cost of either a steam or electric road.

Besides the discovery of the Thelon as a commercial waterway the resources of its valley should be of great interest, particularly its timber supply and herds of musk oxen, both of which are of great value to Canada.

For the preservation of the musk oxen—which may be so easily slaughtered—and are already rapidly diminishing in numbers, I would suggest that the territory between the Thelon and Back rivers be set apart by the government as a game preserve.

The chief food supply of the country lies in its great bands of caribou and its fish of various kinds, which are abundant in all the lakes and streams of the district.

The Thelon valley, though affording fine grazing lands for musk oxen and caribou can scarcely be looked upon as a desirable agricultural district, although I judge from the growth and great variety of plants observed there, that some of our cereals and most of our hardy vegetables could be grown in the Thelon valley.

I regret that the classified list of my collection of plants, which Professor Macoun, of the Geological Survey Department, has kindly undertaken to prepare, is not yet available, but hope that it may be before this report goes to print.

As to mineral products, from what mention has already been made of the rocks, it may readily be judged that the Thelon valley has little to offer.

With the Eskimos, however, many articles, such as arrow heads, spear heads, skinning knives, &c., were observed, which have been beaten into form from native copper, which as they explained to me had been picked up as pebbles from the ground somewhere far to the northward near the salt water.

To this report, for convenience of reference, I am attaching, 1st. A table of distances and elevations. 2nd. A table of information in regard to portages. 3rd. A table of determination of latitude and magnetic declination. 4th. A complete meteorological record, and 5th. (if it is available in time) a classified list of the plants collected on our journey.

I have the honour to be, sir,

Your obedient servant.

J. W. TYRRELL, *C.E.*,

Dominion Land Surveyor.

Appendix No. 1.—Elevations and Distances.

Place to Place.	Elevations.	Distances.
	Feet.	Miles.
Edmonton to Lac-la-Biche	.. ...	180
Lac-la-Biche to Fort McMurray	. . .	255
Fort McMurray to Fort Chippewyan	. . . .	175
Fort Chippewyan to Fort Smith	. . .	120
Fort Smith to Fort Resolution	520	126
Fort Resolution to Fort Reliance	520	233
Fort Reliance to Artillery lake	1,188	25
Artillery lake to Height of land	1,234	90
Height of Land to Thelon river	590	165
Thelon river to Beverly lake	133	224
Beverly lake and river	....	35
Aberdeen lake	130	55
river	.....	21
Schultz lake	115	28
river	. . .	30
Baker lake	10	65
river	. . .	25
Chesterfield inlet	. . . . .	130
Edmonton to Hudson bay, via route	.....	1,982

Appendix No. 2.—Portages.

Place.	Dist. from last Port	Length.	Rise or Fall.	Side of River.
	Miles.	Yards.		
1st portage from Charlton harbour	.....	5,720	R. 570	Left
2nd " "	2½	400	F. 10	"
3rd " "	4	100	F. 6	Right
4th " "	6½	1,000	R. 56	"
5th " "	8	1,320	R. 122	Left
6th " "	11½	100	R. 29	"
7th " "	11	700	F. 19	Right
8th " "	½	450	F. 75	Left
1st portage on Casba river	63	250	R. 15	Right
2nd " "	½	250	R. 4	"
3rd " "	1½	400	R. 5	Left
1st portage out of Clinton-Colden lake	23	100	R. 5	"
Height of land portage	1½	300	F. 10	"
1st portage east of height of land	1	400	F. 20	"
2nd " " "	8	100	F. 1	Left
3rd " " "	¼	400	F. 2	"
4th " " "	48	500	F. 10	"
5th " " "	5	400	F. 30	Right
Portage from Lac-du-Bois	50	1,540	F. 45	"
1st portage on Hanbury river	3	880	F. 50	Left
2nd " " "	7	100	F. 7	Right
3rd " " "	12	50	F. 3	"
Macdonald falls	40	500	F. 50	Left
Dickson canyon	4	3,520	F. 213	Right
Pond falls	1	880	F. 60	"
Heron falls	9	500	F. 60	"
10 miles below Dickson canyon	1	70	F. 10	Left
		20,930		
Total		.. 11.8 miles.		

SESSIONAL PAPER No. 25

APPENDIX No. 3.—Latitudes, Longitudes and Declinations.

Place	Date	Latitude	Longitude	Declination
	1900			
Resolution	April 2	61-10-14	113-46-30	28-20 E.
Hunkes Island Fond du Lac	24	62-43-29	133-2-07	32-3-
Fort Reliance	May 8		108-14-7	5-1-
Pike's portage, Sta. 0	11	62-42-02	108-13-5	37-30-
N end Dennis lake	18	63-13-44	108-24-22	41-00-
N end Rutting lake	27	62-48-05	108-7-3	38-0-
N end Bear lake	28	62-40-29	108-20-06	39-30-
S end Artillery lake	29	62-31-29	108-21-32	38-45-
Sta. 142 E., Artillery lake	30	62-36-13	108-14-05	38-1-
S end Crystal island	June 2	63-09-09	107-33-10	
Camp in east Wards, Artillery lake	9	63-04-10	107-37-45	39-00-
Camp lake, Sta. 192	22	63-34-04	107-00-06	35-30-
Clinton Golden lake, Sta. 212	24	63-41-48	107-08-46	
219	25	63-40-12		
239	28			41-00-
248	29			38-30-
Sifton lake	28	63-44-42		29-10-
258	28			48-8-34
297	July 1	63-39-15	105-45-03	37-00-
314	2	63-40-15		27-00-
321	3	63-35-15	105-35-36	44-40-
324	3	63-32-06		32-30-
338	3			32-30-
362	4		104-37-45	29-00-
372	4	63-39-07		
437	5	63-44-35		
443	6	63-43-00	104-30-34	28-1-
Forks	7	63-37-32	104-17-46	32-00-
491	9	63-48-01		
505	9			32-30-
529	10			40-00-
586	11	64-17-40		
623	12	64-22-09		
640	12			24-30-
645	13			28-00-
664	13	64-27-31		
Beverly lake	14	64-25-25	100-33-00	
681	August 1	64-36-12		24-00-
759	4			20-00-
760	4	64-00-29		20-00-
766	6	62-55-08	104-34-45	
773	6			27-00-
817	7			28-00-
859	8	62-32-22	104-01-04	
880	9	62-28-14		0-00-
Deskaret lake 198 E	July 16			35-30-
Aylmer lake 218 E	19			37-00-
" 231 E	20			39-00-
Bolen lake 282 E	24			14-00-
323 E	27			11-30-
Chesterfield inlet 284 E	25			4-1-
302 E	27			0-00 W.
314 E	28			3-1-
324 E	29			3-1-
335 E	31			3-00-
340 E	31			14-00-
360 E	August 4			12-30 E.
Delta of Dubaunt and Thelon rivers, Sta. 402 E	15			35-30-

APPENDIX No. 4.—Meteorological Observations recorded upon Expedition by Rev. J. Lofthouse.

Place.	Date.	Hour	Barometer.	Thermometer.	Wind.	Weather—Notes.
	1900.			°		
Fort Resolution, G. S. L.	April 1	6.00 a.m.	29·46	22·0	S.E.	Fine, willow buds opening.
" " "	" 1	12.00 noon	....	....	S.E.	Fine.
" " "	" 1	6.00 p.m.	.....		S.E.	"
" " "	" 2	6.00 a.m.	29·24	20·0	S.E.	Fine, strong breeze and cold.
" " "	" 2	12.00 noon	29·16	42·0	S.E.	" " "
" " "	" 2	6.00 p.m.	29·04	41·0	S.E.	Fine, wind falling.
" " "	" 3	6.00 a.m.	29·00	33·0	S.W.	Fine, fair breeze.
" " "	" 3	12.00 noon	29·04	40·0	S.W.	" "
" " "	" 3	6.00 p.m.	29·14	35·0	W.	Fine, almost calm.
" " "	" 4	6.00 a.m.	29·17	22·0	N.	" "
" " "	" 4	12.00 noon	29·16	42·0	S.W.	Fine, slight breeze, very mild.
" " "	" 4	6.00 p.m.	29·11	38·0	N.	Fine, slight rainfall to-night.
" " "	" 5	6.00 a.m.	28·89	34·0	S.E.	Fine, heavy rain during night.
" " "	" 5	12.00 noon	28·99	33·0	W.	Fine, strong breeze.
" " "	" 5	6.00 p.m.	29·04	30·0	W.	Fine, slight breeze.
" " "	" 6	6.00 a.m.	29·09	20·0	S.E.	" "
" " "	" 6	12.00 noon	29·04	50·0	S.E.	" "
" " "	" 6	6.00 p.m.	28·96	44·0	S.E.	" "
" " "	" 7	6.00 a.m.	28·76	37·0	E.	" "
" " "	" 7	12.00 noon	28·68	44·0	E.	Fine, heavy rain all morning.
" " "	" 7	6.00 p.m.	28·75	40·0	S.	Fine, slight showers.
" " "	" 8	6.00 a.m.	29·14	36·0	W.	Fine.
" " "	" 8	12.00 noon	29·36	32·0	N.W.	Fine, hundreds of snowbirds about.
" " "	" 8	6.00 p.m.	29·56	33·0	N.W.	Fine, willows in full bud.
" " "	" 9	6.00 a.m.	29·97	19·0	N.	Fine, strong breeze.
" " "	" 9	12.00 noon	30·07	26·0	N.	" "
" " "	" 9	6.00 p.m.	30·12	26·0	N.	Fine.
" " "	" 10	6.00 a.m.	30·15	22·0	N.	Fine, slight breeze.
" " "	" 10	12.00 noon	30·18	28·0	N.W.	Snow falling and soft.
" " "	" 10	6.00 p.m.	30·18	22·0	N.W.	Fine.
" " "	" 11	6.00 a.m.	30·19	20·0	N.	"
15 miles N.E. Ft. Resolution.	" 11	12.00 noon	30·14	36·0	S.E.	"
Stoney Island, Grt. Slave L'ke	" 11	6.00 p.m.	30·04	40·0	S.E.	"
" " "	" 12	6.00 a.m.	29·77	26·0	S.E.	"
" " "	" 12	12.00 noon	29·59	41·0	S.E.	"
White Island "	" 12	6.00 p.m.	29·45	32·0	S.E.	Very strong wind.
" " "	" 13	6.00 a.m.	29·41	28·0	N.E	
White Island, about 50 miles N. of Fort Resolution	" 13	12.00 noon	29·46	32·0	N.	Regular blizzard.
" " "	" 13	6.00 p.m.	29·56	12·0	N.	"
" " "	" 14	6.00 a.m.	29·80	6·0	N.	Blizzard still raging as hard as ever.
" " "	" 14	12.00 noon	29·88	22·0	N.	Gale decreasing.
" " "	" 14	6.00 p.m.	29·94	21·0	N.	Fine, gale over.
" " "	" 15	6.00 a.m.	30·03	16·0	N.	Fine.
" " "	" 15	12.00 noon	29·99	32·0	S.E.	"
" " "	" 15	6.00 p.m.	29·82	30·0	S.E.	"
" " "	" 16	6.00 a.m.	29·42	30·0	S.E.	"
" " "	" 16	12.00 noon	29·26	44·0	S.E.	Cloudy, strong wind.
" " "	" 16	6.00 p.m.	29·09	38·0	S.	" "
" " "	" 17	6.00 a.m.	28·99	34·0	S.E.	Cloudy.
" " "	" 17	12.00 noon	28·91	44·0	S.	"
" " "	" 17	6.00 p.m.	28·86	38·0	S.W.	Cloudy, rather strong breeze.
" " "	" 18	6.00 a.m.	28·84	32·0	W.	Fine, calm.
" " "	" 18	12.00 noon	28·86	34·0	N.W.	Fine, strong breeze.
" " "	" 18	6.00 p.m.	28·99	29·0	N.W.	Fine.
" " "	" 19	6.00 a.m.	29·21	24·0	N.	Cloudy, fresh breeze.
" " "	" 19	12.00 noon	29·30	31·0	N.	Fine.
" " "	" 19	6.00 p.m.	29·39	32·0	S.	Fine, no wind.
" " "	" 20	6.00 a.m.	29·39	24·0	S.	Fine, slight snowfall.

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather—Notes.
	1909.					
White Island, about 50 miles N. of Fort Resolution	April 20	12.00 noon	29.30	48.0	S.E.	Fine, snow melting fast.
" " "	" 20	6.00 p.m.	29.18	40.0	S.E.	Fine.
" " "	" 21	6.00 a.m.	29.06	34.0	S.E.	"
" " "	" 21	12.00 noon	29.00	49.0	S.E.	Fine, snow birds about.
" " "	" 21	6.00 p.m.	28.99	49.0	S.E.	Fine.
" " "	" 22	6.00 a.m.	29.09	42.0	S.E.	Fine, unfavorable weather.
" " "	" 22	12.00 noon	29.08	50.0	S.E.	Fine, ducks, moose, geese heard.
" " "	" 22	6.00 p.m.	29.03	44.0	E.	Fine.
White Island, G. S. L.	" 23	6.00 a.m.	29.06	44.0	S.W.	Fine, heavy rain during night.
" " "	" 23	12.00 noon	29.16	42.0	S.W.	" very soft snow, melting quickly.
" " "	" 23	6.00 p.m.	29.24	49.0	S.W.	"
" " "	" 24	6.00 a.m.	29.32	42.0	E.	" slight fall of rain.
" " "	" 24	12.00 noon	29.32	50.0	S.E.	"
" " "	" 24	6.00 p.m.	29.38	72.0	S.E.	" moths and flies numerous.
" " "	" 25	6.00 a.m.	29.46	38.0	N.E.	" ducks about.
" " "	" 25	12.00 noon	29.45	42.0	N.E.	"
" " "	" 25	6.00 p.m.	29.44	40.0	N.W.	" mosquito observed.
" " "	" 26	6.00 a.m.	29.49	30.0	N.	"
" " "	" 26	12.00 noon	29.46	47.0	N.	"
" " "	" 26	6.00 p.m.	29.48	37.0	N.	"
" " "	" 27	6.00 a.m.	29.59	30.0	N.E.	" very strong breeze.
" " "	" 27	12.00 noon	29.59	34.0	N.E.	" robin observed.
" " "	" 27	6.00 p.m.	29.60	34.0	N.E.	" geese observed heading
" " "	" 28	6.00 a.m.	29.71	34.0	E.	" geese passing north.
" " "	" 28	12.00 noon	29.65	59.0	E.	"
" " "	" 28	6.00 p.m.	29.50	44.0	S.E.	" mosquitoes [illegible]
" " "	" 29	6.00 a.m.	29.50	34.0	S.W.	" very warm, [illegible] weather.
" " "	" 29	12.00 noon	29.55	41.0	S.E.	"
" " "	" 29	6.00 p.m.	29.59	40.0	S.W.	"
Red Rock island	" 30	6.00 a.m.	29.49	34.0	N.	"
" " "	" 30	12.00 noon	29.56	34.0	N.	"
" " "	" 30	6.00 p.m.	29.66	40.0	W.	"
Mean for month.			29.39	34.77		
Red Rock island, G. S. L.	May 1	6.00 a.m.	29.82	28.0	N.E.	
" " "	" 1	12.00 noon	29.87	36.0	N.	
Deer island	" 1	6.00 p.m.	29.89	30.0	N.	
" " "	" 2	6.00 a.m.	29.86	29.0	N.E.	
" " "	" 2	12.00 noon	29.76	30.0	N.E.	
Fond du Lac	" 2	6.00 p.m.	29.62	23.0	N.E.	
" " "	" 3	6.00 a.m.	29.52	22.0	N.E.	Fine.
" " "	" 3	12.00 noon	29.46	38.0	N.E.	"
" " "	" 3	6.00 p.m.	29.41	36.0	N.E.	"
" " "	" 4	6.00 a.m.	29.48	28.0	N.E.	"
" " "	" 4	12.00 noon	29.44	36.0	N.E.	"
Grahem island	" 4	6.00 p.m.	29.54	34.0	N.E.	"
" " "	" 5	6.00 a.m.	29.51	28.0	N.E.	"
" " "	" 5	12.00 noon	29.54	40.0	N.E.	"
" " "	" 5	6.00 p.m.	29.56	36.0	N.E.	"
" " "	" 6	6.00 a.m.	29.65	36.0	N.	Wind [illegible]
" " "	" 6	12.00 noon	29.67	40.0	N.	" [illegible]
Helen island, G. S. L.	" 6	6.00 p.m.	29.80	36.0	N.	" [illegible]
" " "	" 7	6.00 a.m.	29.70	34.0	N.E.	Fine.
" " "	" 7	12.00 noon	29.79	38.0	S.W.	"
Fort Resolution, G. S. L.	" 7	6.00 p.m.	29.72	34.0	N.E.	"
" " "	" 8	6.00 a.m.	29.84	36.0	N.E.	"
" " "	" 8	12.00 noon	29.83	36.0	N.E.	Fine.
" " "	" 8	6.00 p.m.	29.72	40.0	N.E.	"
" " "	" 9	6.00 a.m.	29.49	34.0	E.	"
" " "	" 9	12.00 noon	29.34	36.0	E.	Wind [illegible]
Pike's Portage	" 9	6.00 p.m.	29.27	42.0	S.E.	Fine, [illegible]

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather Notes.
	1900.					
Pike's portage	May 10..	16.00 a.m.	29·29	36·0	S.E.	Wet, rain all night.
"	" 10..	2.00 noon	29·38	40·0	N.W.	Misty, rain.
"	" 10..	6.00 p.m.	29·46	34·0	N.E.	" showers.
"	" 11..	76.00 a.m	29·56	36·0	N.E.	Fine.
"	" 11..	12.00 noon	29·54	44·0	E.	"
"	" 11	6.00 p.m.	29·51	35·0	E.	"
"	" 12	6.00 a.m	29·49	31·0	N.E.	"
"	" 12	12.00 noon	29·45	43·0	N.E.	" very strong wind.
"	" 12	6.00 p.m.	29·47	35·0	N.E.	" wind decreasing.
"	" 13	6.00 a.m	29·54	36·0	N.E.	" pack pine on this port.
"	" 13	12.00 noon	29·53	48·0	N.E.	"
"	" 13	6.00 p.m.	29·49	44·0	N.E.	"
"	" 14	6.00 a.m	29·51	42·0	N.E.	Fine.
"	" 14	12.00 noon	29·44	60·0	S.	"
"	" 14	6.00 p.m.	29·42	43·0	S.	Cloudy.
"	" 15	6.00 a.m	29·29	42·0	S.W.	Fine.
"	" 15	9.00 a.m	29·32	57·0	S.W.	"
"	" 15	12.00 noon	29·29	60·0	S.W.	" ducks, geese and loons on Lockhart river.
"	" 15	3.00 p.m.	29·27	62·0	S.W.	"
"	" 15	6.00 p.m.	29·29	61·0	S.W.	"
"	" 16	6.00 a.m	29·32	53·0	N.E.	"
"	" 16	9.00 a.m	29·30	67·0	N.E.	"
"	" 16	12.00 noon	29·28	75·0	N.E.	"
"	" 16	3.00 p.m.	29·67	66·0	N.E.	"
"	" 16	5.00 p.m.	29·26			Level of Great Slave lake.
"	" 16	6.00 p.m.	28·67	60·0	N.E.	" Harry lake.
"	" 16	8.00 p.m.	28·67			" French lake.
French lake, Pike's port. route	" 17	6.00 a.m	28·48	54·0	S.E.	
" "	" 17	9.00 a.m	28·47	59·0	S.E.	Fine.
"	" 17	12.00 noon	28·49	48·0	S.W.	Wet, rain commenced at 9.30 a.m
"	" 17	3.00 p.m.	28·50	52·0	S.W.	Fine, heavy showers until 3.30 p.m.
"	" 17	6.00 p.m.	28·53	50·0		Fine, weather cleared.
"	" 18	6.00 a.m	28·80	37·0	S.W.	"
"	" 18	9.00 a.m	28·85	41·0	S.W.	"
"	" 18	12.00 noon	28·86	52·0	W.	" summer weather.
" "	" 18	3.00 p.m.	28·88	61·0	S.E.	"
"	" 18	6.00 p.m.	28·88	54·0	S.E.	"
"	" 19..	6.00 a.m	28·84	40·0	S.	"
Acres lake	" 19	9.00 a.m	28·84	50·0	S.E.	"
Kipling lake	" 19	12.00 noon	28·76	58·0	E.	"
"	" 19	3.00 p.m.	28·72	66·0	S.E.	Wet, showery.
" "	" 19	6.00 p.m.	28·75	54·0	S.E.	Heavy thunder for ½ hour.
" "	" 20	6.00 a.m	28·69	52·0	S.E.	" rain from 8 p.m. till midnight.
"	" 20	12.00 noon	28·71	60·0	S.E.	Very fair.
"	" 20	6.00 p.m.	28·67	59·0	S.E.	"
"	" 21	6.00 a.m.	28·71	36·0	E.	Thunder and heavy rain during night.
"	" 21	9.00 a.m	28·64	50·0	E.	Fine.
"	" 21	12.00 noon	28·62	53·0	E.	"
"	" 21	3.00 p.m.	28·59	56·0	E.	"
"	" 21	6.00 p.m.	28·61	48·0	E.	Showery.
"	" 22	6.00 a.m	28·56	45·0	E.	Rain nearly all night
"	" 22	9.00 a.m.	28·57	49·0	E.	Cloudy.
"	" 22	12.00 noon	28·58	54·0	E.	Fine.
"	" 22	3.00 p.m.	28·58	59·0	E.	"
"	" 22	6.00 p.m.	28·62	51·0	E.	"
"	" 23	6.00 a.m.	28·75	36·0	E.	Cloudy.
"	" 23	6.20 a.m.	28·76	36·0	E.	"
"	" 23	6.40 a.m.	28·66		E.	"
Burr lake	" 23	7.45 a.m.	28·70		E.	Level of Burr lake
"	" 23	9.00 a.m.	28·73	40·0	N.E.	"
"	" 23	12.00 noon	28·73	41·0	N.E.	"

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather Notes.
	1900.					
Bear lake, Pike's port. route.	May 23	3 00 p.m.	28 54	44 0	N.I.	
	23	6 00 p.m.	28 57	36 0	N.I.	
	24	6 00 a.m.	28 87	32 0	S.I.	Fine, cool.
	24	9 00 a.m.	28 80	38 0	S.I.	"
	24	12 00 noon	28 78	49 0	S.E.	"
	24	3 00 p.m.	28 74	46 0	S.E.	
	24	6 00 p.m.	28 77	43 0	N.I.	Strong breeze.
	25	6 00 a.m.	28 66	32 0	N.I.	"
	25	9 00 a.m.	28 64	48 0	N.I.	
	25	12 00 noon	28 59	54 0	N.I.	"
	25	3 00 p.m.	28 56	60 0	N.E.	
	25	6 00 p.m.	28 53	58 0	S.E.	wind decreasing.
	26	6 00 a.m.	28 54	44 0	S.	Slight wind.
Twin lake	26	8 00 a.m.	28 46		S.	
	26	9 00 a.m.	28 36	58 0	S.	
Pike's portage	26	9 40 a.m.	28 42		S.	Fine.
Artillery lake	26	12 00 noon.	28 39	60 0	S.	
	26	12 40 p.m.	28 47	60 0	S.	Nest of young ravens discovered
	26	3 00 p.m.	28 36	52 0	S.	Cloudy.
	26	6 00 p.m.	28 26	49 0	S.	Light rain.
	27	9 00 a.m.	28 24	54 0	S.	Heavy rain all night.
	27	12 00 noon	28 20	48 0	S.W.	Hail storm and rain.
	27	3 00 p.m.	28 22	52 0	S.W.	Fine.
	27	6 00 p.m.	28 36	53 0	S.W.	
	28	6 00 a.m.	28 34	48 0	S.W.	
	28	12 00 noon.	28 30	60 0	S.W.	Fine, very strong breeze.
	28	3 00 p.m.	28 24	60 0	S.W.	
	28	6 00 p.m.	28 27	54 0	S.W.	
	29	6 00 a.m.	28 34	48 0	S.W.	breeze decreasing.
	29	7 15 a.m.	28 55			Lake level.
	29	9 00 a.m.	28 57	54 0	S.W.	Fine.
	29	12 00 noon	28 53	56 0	S.W.	Cloudy.
	29	6 00 p.m.	28 63	48 0	S.W.	Cloudy, rolling thunder at N.
	30	6 00 a.m.	28 69	51 0	N.E.	Cloudy, slight frost on ice at shore.
	30	9 00 a.m.	28 74	52 0	N.E.	Fine, pleasant, ice expanding.
	30	12 00 noon.	28 74	52 0	N.E.	Cloudy.
	30	3 00 p.m.	28 76	52 0	N.E.	
	30	6 00 p.m.	28 77	53 0	N.E.	
	30	9 00 p.m.	28 77	48 0	N.E.	
	31	6 00 a.m.	28 76	47 0	N.I.	Heavy frost, ice expanding.
	31	9 00 a.m.	28 77	50 0	N.I.	
	31	12 00 noon	28 77	49 0	N.I.	
	31	3 00 p.m.	28 76	47 0	N.I.	
	31	6 00 p.m.	28 76	42 0	N.E.	
Mean for the month.			28 70	44 46		
Artillery lake	June 1	7 00 a.m.	28 69	39 0	N.I.	Fine, ice expanding.
	1	12 00 noon.	28 64	57 0	N.I.	Strong cold breeze, ice [illegible]
	1	3 00 p.m.	28 61	59 0	N.E.	
	1	6 00 p.m.	28 66	50 0		
	2	6 00 a.m.	28 74	39 0	N.I.	Cloudy, ice at shore [illegible]
	2	9 00 a.m.	28 70	54 0	N.I.	Fine.
	2	12 00 noon	28 70	58 0	N.I.	
	2	3 00 p.m.	28 67	61 0	N.I.	
	2	6 00 p.m.	28 67	54 0	N.I.	
	3	6 00 a.m.	28 71	50 0	N.	
	3	9 00 a.m.	28 69	53 0	N.	
	3	12 00 noon	28 68	58 0	N.	
	3	3 00 p.m.	28 66	57 0	N.	
	3	6 00 p.m.	28 66	46 0	N.	

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather—Notes.
	1900.					
Artillery lake.	June 4	6 00 a.m.	28 57	42 0	S.	Fine.
"	" 4	9 00 a.m.	28 52	50 0	S.	"
"	" 4	12 00 noon	28 47	62 0	S.	"
"	" 4	3 00 p.m.	28 41	58 0	S.	" eagle's eggs found.
"	" 4	6 00 p.m.	28 39	55 0	S.	Dull, gloomy weather.
"	" 5	6 00 a.m.	28 24	45 0	N.E.	Gloomy, slight rain.
"	" 5	9 00 a.m.	28 22	46 0	N.E.	Rain started 6.30 a.m.
"	" 5	12 00 noon	28 21	45 0	N.E.	"
"	" 5	3 00 p.m.	28 22	45 0	N.E.	"
"	" 5	6 00 p.m.	28 23	42 0	N.E.	Showers.
"	" 6	6 00 a.m.	28 30	40 0	N.E.	Cloudy.
"	" 6	9 00 a.m.	28 38	42 0	N.E.	" drizzling showers.
"	" 6	12 00 noon	28 43	43 0	N.E.	" "
"	" 6	3 00 p.m.	28 49	44 0	N.E.	" clearing.
"	" 6	6 00 p.m.	28 54	46 0	N.E.	Fine, breeze decreasing.
"	" 7	6 00 a.m.	28 73	42 0	S.E.	"
"	" 7	9 00 a.m.	28 74	42 0	S.E.	"
"	" 7	12 00 noon	28 69	50 0	S.E.	"
"	" 7	3 00 p.m	28 67	54 0	S.E.	"
"	" 7	6 00 p.m.	28 66	52 0	S.E.	Passing clouds.
"	" 8	7 00 a.m.	28 61	46 0	S.	Fine, showers all night.
"	" 8	9 00 a.m.	28 62	54 0	S.	" few mosquitos.
"	" 8	12 00 noon	28 61	52 0	S.E.	Cloudy.
"	" 8	3 00 p.m.	28 62	54 0	S.E.	Cloudy.
"	" 8	6 00 p.m.	28 62	54 0	S.E.	"
"	" 9	7 00 a.m.	28 67	48 0	S.E.	Fine.
"	" 9	12 00 noon	28 67	54 0	S.E.	"
"	" 9	3 00 p.m.	28 65	55 0	S.E.	"
"	" 9	6 00 p.m.	28 66	55 0	S.E.	"
"	" 10	6 00 a.m	28 64	50 0	S.E.	" pools frozen over in night.
"	" 10	12 00 noon	28 61	62 0	N.	"
"	" 10	3 00 p.m.	28 59	62 0	N.	"
"	" 10	6 00 p.m.	28 59	54 0	N.	"
"	" 11	6 00 a.m.	28 62	45 0	S.	" ¼ in. new ice during night, and frost.
"	" 11	9 00 a.m	28 62	58 0	S.	"
"	" 11	12 00 noon	28 59	62 0	N.W.	"
"	" 11	3 00 p.m.	28 59	64 0	N.W.	" flies bad.
"	" 11	6 00 p.m.	28 57	68 0	N.W.	"
"	" 12	6 00 a.m.	28 54	54 0	S.W.	"
"	" 12	9 00 a.m.	28 54	60 0	S.W.	"
"	" 12	12 00 noon	28 51	61 0	S.W.	" strong breeze.
"	" 12	3 00 p.m.	28 44	56 0	S.W.	" threatening.
"	" 12	6 00 p.m.	28 46	56 0	N.W.	"
"	" 13	6 00 a.m.	28 68	36 0	N.	" slight snowfall during night.
"	" 13	9 00 a.m.	28 69	42 0	N.	Calm.
"	" 13	12 00 noon	28 67	49 0	S.W.	Fine.
"	" 13	3 00 p.m.	28 63	53 0	S.W.	"
"	" 13	6 00 p.m.	28 61	52 0	S.W.	"
"	" 14	6 00 a.m	28 49	48 0	S.W.	"
"	" 14	9 00 a.m.	28 48	58 0	S.W.	Rain.
"	" 14	12 00 noon	28 44	66 0	S.W.	Showers, passing shower during a.m.
"	" 14	3 00 p.m.	28 41	70 0	S.W.	Fine.
"	" 14	6 00 p.m.	28 40	66 0	S.W.	Showers and rainbow.
"	" 15	6 00 a.m	28 38	62 0	S.W.	Fine.
"	" 15	9 00 a.m.	28 38	64 0	S.W.	"
"	" 15	12 00 noon	28 40	51 0	S.W.	Heavy showers.
"	" 15	3 00 p.m.	28 32	58 0	S.W.	Thunder showers.
"	" 15	6 00 p.m.	28 30	68 0	S.W.	" "
"	" 16	6 00 a.m.	28 54	36 0	N.W.	Fine, heavy thunder storm during night.
"	" 16	12 00 noon	28 74	44 0	N.W.	Slight snow flurries in morning.
"	" 16	3 00 p.m.	28 77	52 0	N.W.	Fine.

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather. Notes.
	1900.					
Artillery lake.	June 16	6 00 p.m.	28 80	48 0	N.W.	Very fair.
"	" 17	6 00 a.m.	28 78	52 0	S.	Fine.
"	17	9 00 a.m.				
"	17	12 00 noon	28 70	60 0	S.	Fine.
"	17	3 00 p.m.	28 67	67 0	S.	
"	17	6 00 p.m.	28 62	63 0	S.	
"	18	6 00 a.m.	28 62	52 0	S.	Calm.
"	18	12 00 noon	28 61	74 0	E.	Light breeze.
	18	3 00 p.m.	28 65	74 0	E.	Loading at lake level.
	18	3 00 p.m.	28 58			Loading at camp.
	18	6 00 p.m.	28 59	70 0	E.	
	19	6 00 a.m.	28 54	52 0	S.E.	Fine.
	19	12 00 noon	28 44	65 0	S.E.	Strong gale.
	19	6 00 p.m.	28 41	47 0	S.E.	Slight rain.
	20	6 00 a.m.	28 36	46 0	S.E.	Wet, moderate gale.
	20	12 00 noon	28 34	64 0	S.E.	Fine, moderate gale.
	20	6 00 p.m.	28 29	64 0	S.E.	
	21	6 00 a.m.	28 23	56 0	S.E.	Wet, wind moderating.
Casba river	21	1 00 p.m.	28 12	70 0	S.	Fine, head of first rapids.
	21	2 00 p.m.	28 11			head of second rapids.
	21	2 40 p.m.	28 11½			head of second rapids.
	21		28 11			head of third rapids.
	21		28 10			head of third rapids.
	21	6 00 p.m.	28 14	62 0	S.W.	
Casba lake.	22	6 00 a.m.	28 12	52 0	S.E.	
	22	12 00 noon.	28 16	68 0	S.W.	fresh gale.
	22	6 00 p.m.	28 28	52 0	W.	
	23	6 00 a.m.	28 28	44 0	N.E.	Fine.
Clinton Colden lake.	23	12 00 noon.	28 78	48 0	N.E.	
	23	3 00 p.m.	28 83	54 0	N.E.	
	24	9 00 a.m.	28 87	42 0	N.E.	
	24	12 00 noon	28 83	64 0	S.E.	
	24	6 00 p.m.	28 73	62 0	W.	
	25	6 00 a.m.	28 72	50 0	N.E.	Fine, [illegible]
	25	7 30 a.m.	28 74			
	25	7 40 a.m.	28 74			
Height of land.	25	8 35 a.m.	28 75			
Lac Daniels.	25	10 00 a.m.	28 75			
	25	10 15 a.m.	28 76			
Smart lake.	25	12 00 noon	28 75	58 0	E.	Fine.
	25	7 00 p.m.	28 77	40 0	N.E.	
	26	6 00 a.m.	28 77	46 0	N.E.	
	26	12 00 noon	28 76	54 0	N.E.	
Sifton lake.	26	6 00 p.m.	28 75	52 0	N.	
	27	12 00 noon	28 84	46 0	N.E.	Wet, strong breeze and gale.
	27	7 00 p.m.	28 82	54 0	N.E.	Fine.
	28	6 00 a.m.	28 86	44 0	N.E.	
	28	12 00 noon	28 88	60 0	N.	
	28	6 00 p.m.	28 87	50 0		
	29	6 00 a.m.	28 90	48 0	W.	Fine.
	30	12 00 noon	28 90	64 0	W.	
	30	6 00 p.m.	28 84	60 0	W.	
	30	6 00 a.m.	28 80	44 0	W.	
Hanbury river	30	6 00 p.m.	28 84	42 0	N.	
Mean for month			28 [illegible]	[illegible]		
Hanbury river	July 1	12 00 noon	28 77	70 0	S.	Fine.
	1	7 00 p.m.	28 [illegible]	72 0	S.W.	
	2	6 00 a.m.	28 [illegible]	52 0	S.W.	
	2	6 00 p.m.	28 [illegible]	58 0	S.W.	
Tavern rapids, Hanbury R.	3	9 00 a.m.	28 [illegible]	50 0	S.W.	
Hanbury river	3	12 00 noon	28 69	64 0	S.E.	
	3	6 00 p.m.	28 67	60 0	S.E.	

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer	Wind.	Weather—Notes.
	1900.					
Hanbury river	July 2	6.00 p.m.	28.71	64.0	S.E.	Calm, mosquitoes very numerous.
	" 3	9.00 a.m.	28.62	56.0	W.	Fine
	" 3	12.00 noon	28.65	70.0	W.	"
	" 3	6.00 p.m.		66.0	W.	
	" 4	6.00 a.m.	28.68	60.0	W.	
	" 4	9.00 a.m.	28.69	62.0	W.	
	" 4	12.00 noon	28.67	77.0	W.	"
	" 4	3.00 p.m.	28.49	66.0	W.	
Mandonald falls, Hanbury r.	" 4	6.00 p.m.	28.66	64.0	W.	"
	" 5	6.00 a.m.	28.64	58.0	W.	
Hd. Dickson canyon, Han. r.	" 5	9.00 a.m.	28.76	58.0	W.	"
C.	" 5	12.00 noon	28.83	64.0	W.	
	" 5	6.00 p.m.	29.08	62.0	W.	
	" 6	6.00 a.m.	29.22	54.0	N.	
Hanbury river	" 6	9.00 a.m.	29.27	54.0	N.	"
	" 6	12.00 noon	29.31	56.0	N.	"
	" 6	3.00 p.m.	29.34	60.0	N.	"
Helen falls, Hanbury river	" 6	6.00 p.m.	29.35	60.0	N.	
Hanbury river	" 7	9.00 a.m.	29.52	60.0	E.	
Camp July 7th, Thelon river.	" 7	12.00 noon	29.48	60.0	E.	"
	" 7	3.00 p.m.	29.47	67.0	S.	"
	" 7	6.00 p.m.	29.45	67.0	S.	"
	" 8	9.00 a.m.	29.38	60.0	S.W.	
	" 8	12.00 noon	29.36	68.0	S.W.	
	" 8	3.00 p.m.	29.32	70.0	S.W.	"
	" 8	6.00 p.m.	29.30	70.0	S.W.	"
	" 9	6.00 a.m.	29.30	56.0		Calm.
Thelon river	" 9	9.00 a.m.	29.31	66.0		"
	" 9	12.00 noon	29.28	73.0	S.E.	"
	" 9	3.00 p.m.	29.30	70.0		Calm.
	" 9	6.00 p.m.	29.34	56.0	N.E.	Fine, fresh breeze.
	" 10	6.00 a.m.	29.41	50.0	N.E.	" strong breeze.
	" 10	9.00 a.m.	29.42	56.0	N.E.	"
	" 10	12.00 noon	29.42	58.0	N.E.	Fine, breeze moderating.
	" 10	3.00 p.m.	29.43	60.0	N.E.	"
	" 10	6.00 p.m.	29.45	60.0	N.E.	" slight breeze.
	" 11	6.00 a.m.	29.49	52.0	W.	"
	" 11	9.00 a.m.	29.51	58.0	W.	"
	" 11	12.00 noon	29.56	62.0	W.	"
	" 11	3.00 p.m.	29.57	60.0	W.	"
	" 11	6.00 p.m.	29.54	60.0	W.	"
	" 12	6.00 a.m.	29.62	52.0	W.	"
	" 12	9.00 a.m.	29.64	60.0	N.W.	"
	" 12	12.00 noon	29.61	64.0	N.W.	"
	" 12	3.00 p.m.	29.57	65.0	N.W.	"
	" 13	6.00 a.m.	29.39	61.0	W.	"
	" 13	9.00 a.m.	29.34	64.0	W.	"
	" 13	12.00 noon	29.36	68.0	S.	"
	" 13	3.00 p.m.	29.38	58.0	N.	Fine, sudden strong breeze at 2 p.m.
	" 13	6.00 p.m.	29.41	50.0	N.	Fine, moderate gale.
	" 14	9.00 a.m.	29.32	48.0	N.	" light rain during night, moderate gale.
	" 14	12.00 noon	29.27	50.0	N.	Fine, moderate gale.
	" 14	3.00 p.m.	29.26	54.0	N.	"
	" 14	6.00 p.m.	29.24	54.0	N.	" gale decreasing.
	" 15	9.00 a.m.	29.12	52.0	N.W.	" strong breeze.
	" 15	12.00 noon	29.16	52.0	N.W.	"
	" 15	3.00 p.m.	29.20	57.0	N.W.	"
	" 15	6.00 p.m.	29.22	52.0	N.W.	"
	" 16	6.00 a.m.	29.23	48.0	S.W.	"
	" 16	9.00 a.m.	29.12	52.0	S.W.	Wet.
Mouth of Doobaunt river—Thelon river	" 16	12.00 noon	29.10	48.0	N.W.	Fine, fresh gale blowing.

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather—Notes.
	1900					
Tuskan river	July 16	3 00 p.m.	29 17	50 0	N W	Rain, heavy showers
	" 16	6 00 p.m.	29 25	50 0	N W	Rain, heavy showers
	" 17	6 00 a.m.	29 26	42 0	W	Strong breeze
	" 17	12 00 noon	29 19	44 0	W	Showers
Aberdeen lake	" 17	2 00 p.m.	29 38	50 0	N W	
	" 18	6 00 a.m.	29 38	44 0	W	Showers, heavy rain most part of night
	" 18	2 00 a.m.	29 41	46 0	W.	Showers
	" 18	6 00 p.m.	29 44	54 0	W	Heavy gale commencing
	" 19	6 00 a.m.	29 44	42 0	W	Heavy gale commencing
	" 19	2 00 a.m.	29 44	48 0	N W	Gale ceases
	" 20	12 00 noon	29 45	58 0	N	Light rain
	" 19	3 00 p.m.	29 45	54 0	N	Heavy rain
	" 19	6 00 p.m.	29 45	50 0	N W.	
	" 20	6 00 a.m.	29 39	46 0	N W	
	" 20	9 00 a.m.	29 39	45 0	N W.	
	" 20	12 00 noon	29 36	48 0	W.	
	" 20	3 00 p.m.	29 36	48 0	W	
	" 20	6 00 p.m.	29 31	44 0		Calm.
	" 21	6 00 a.m.	29 24	48 0		
Scrabby lake	" 21	9 00 a.m.	29 24	44 0	S W.	Rain.
	" 21	12 00 noon	29 24	47 0	S	
	" 21	3 00 p.m.	29 26	45 0	S E	Wind.
	" 21	6 00 p.m.	29 27	45 0	E	
	" 22	12 00 noon	29 41	50 0	E.	Strong gale
	" 22	6 00 p.m.	29 54	52 0	E	
	" 23	6 00 a.m.	29 68	46 0	E.	Rain, heavy rain during night, gale decreasing
	" 23	9 00 a.m.	29 75	50 0	E	Rain.
	" 23	12 00 noon	29 86	50 0	N E	
Tuskan river	" 23	3 00 p.m.	29 78	52 0	N E	
	" 23	6 00 p.m.	29 81	52 0	N E	
Head of rapid, Tuskan river	" 23		29 82			
Foot of rapid, "	" 23		29 85			
Mouth of Tuskan river	" 24	3 15 a.m.	30 09	48 0	W	Light
	" 24	6 00 a.m.	30 11	52 0	N W	
Baker lake	" 24	12 00 noon	30 13	58 0	N W	
	" 24	3 00 p.m.	30 11	60 0	N W	
	" 24	6 00 p.m.	30 12	58 0	N W	
	" 25	6 00 a.m.	30 12	47 0	N W	
	" 25	9 00 a.m.	30 10	48 0	N W	
	" 25	12 00 noon	30 07	54 0	N	
River and Chesterfield inlet	" 25	3 00 p.m.	30 03	60 0	N	
	" 25	6 00 p.m.	30 00	54 0	N	
	" 26	9 00 a.m.	29 94	62 0		Calm.
	" 26	12 00 noon	29 94	58 0	E	Light.
Chesterfield inlet	" 26	3 00 p.m.	29 93	58 0	E	
Chesterfield, Chesterfield inlet	" 26	6 00 p.m.	29 93	48 0	E	
Chesterfield inlet	" 27	9 00 a.m.	29 93	54 0	E	
	" 27	12 00 noon	29 94	58 0	S E	
	" 27	3 00 p.m.	29 97	56 0	S E	
	" 27	6 00 p.m.	30 00	52 0	S E	
	" 28	6 00 a.m.	30 04	48 0	S E	
	" 28	9 00 a.m.	30 05	50 0	S E	Light, cloudy.
	" 28	12 00 noon	30 06	56 0	S E	Rain, thunder during night
	" 28	3 00 p.m.	30 02	56 0	S E	Rain
	" 28	6 00 p.m.	29 91	60 0	S E	
Foot rapid, Chesterfield inlet	" 29	12 00 noon	29 72	60 0	E	
	" 29	3 00 p.m.	29 73		E	
	" 29	6 00 p.m.	29 76	60 0	E	
	" 30	6 00 a.m.	29 73	44 0	W	Rain, thunder during night
Eskimo Hunting camp, Chesterfield inlet	" 30	9 00 a.m.	29 80	48 0	W	Rain
	" 30	12 00 noon	29 85	54 0	N W	
	" 30	3 00 p.m.	29 86	60 0	N W	
	" 30	6 00 p.m.	29 87	60 0	N W	Rain, falling fitful

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather—Notes.
	1900.					
hesterfield inlet	" 31..	6.00 a.m.	29·91	52·0	N. W.	Fine.
"	" 31..	9.00 a.m.	29·95	52·0	N. W.	"
"	" 31..	12.00 noon	29·96	52·0	N. W.	"
Peter's Cairn, Chesterfi'd inlet	" 31..	3.00 p.m.	29·96	56·0	N. W.	"
" "	" 31..	6.00 p.m.	29·96	57·0	N. W.	"
Mean for month			29·44	55·51		
Mouth of Chesterfield inlet	Aug. 1..	6.00 a.m.	30·07	46·0	N. W.	Fine.
Chesterfield inlet	" 1	9.00 a.m.	30·02	50·0	..	Calm.
" "	" 1..	12.00 noon	30·05	59·0	..	"
" "	" 1..	3.00 p.m.	30·09	52·0	W.	Fine.
" "	" 1..	6.00 p.m.	30·12	64·0	W.	"
Range-rons point, Ch'st'fid inlet	" 2..	6.00 a.m.	30·19	48·0	S.E.	"
Chesterfield inlet	" 2.	9.00 a.m.	30·15	49·0	E.	"
" "	" 2..	12.00 noon	30·09	50·0	E.	"
" "	" 2..	3.00 p.m.	30·01	49·0	E.	Heavy breeze and rain.
" "	" 2..	6.00 p.m.	29·90	49·0	S.E.	Heavy gale, rain.
" "	" 3..	6.00 a.m.	29·50	50·0	S.W.	Wet, gale decreasing.
"	" 3..	9.00 a.m.	29·49	50·0	S.E.	Fine, thunder, threatening.
"	" 3..	12.00 noon	29·38	51·0	S.E.	Heavy showers.
"	" 3..	3.00 p.m.	29·32	50·0	S.E.	" "
"	" 3..	6.00 p.m.	29·22	52·0	..	" "
" "	" 4..	6.00 a.m.	29·47	47·0	N.	Fine.
" "	" 4..	9.00 a.m.	29·56	56·0	N.	Fine, stormy night.
" "	" 4..	12.00 noon	29·57	56·0	N.	Fine, strong breeze.
Quioch river, mouth Chesterfield inlet	" 4..	3.00 p.m.	29·60	56·0	N.	"
" "	" 4..	6.00 p.m.	29·66	52·0	N.	Fine.
Head of Chesterfield inlet	" 5..	9.00 a.m.	29·84	48·0	W.	"
" "	" 5..	12.00 noon	29·88	50·0	W.	"
" "	" 5..	3.00 p.m.	29·91	52·0	W.	"
" "	" 5..	6.00 p.m.	29·93	51·0	W.	"
River into Chesterfield inlet	" 6..	6.00 a.m.	29·96	46·0	W.	"
" "	" 6..	9.00 a.m.	29·92	48·0	S.	"
" "	" 6..	12.00 noon	29·89	48·0	S.	"
Baker lake	" 6..	3.00 p.m.	29·85	50·0	E.	"
"	" 6	6.00 p.m.	29·81	48·0	N.E.	Wet, heavy thunder showers.
"	" 6..	9.00 p.m.	29·76	46·0	N.E.	" very heavy rain.
"	" 7..	6.00 a.m.	29·71	48·0	W.	Fine, fresh gale.
"	" 7..	9.00 a.m.	29·69	52·0	W.	" "
"	" 7	12.00 noon	29·68	58·0	W.	" "
"	" 7	3.00 p.m.	29·68	57·0	W.	" "
"	" 7	6.00 p.m.	29·70	57·0	N. W.	" gale moderating.
"	" 8	9.00 a.m.	29·91	50·0	N. W.	
"	" 8..	12.00 noon	29·95	50·0	W.	
"	" 8	3.00 p.m.	29·97	50·0	W.	
Thelon river	" 8	6.00 p.m.	29·95	50·0	W.	
"	" 9..	6.00 a.m.	29·95	46·0	N. W.	Fine.
"	" 9..	9.00 a.m.	29·94	48·0	N. W.	"
"	" 9..	12.00 noon	29·94	48·0	N. W.	"
"	" 9	3.00 p.m.	29·87	48·0	N. W.	
"	" 9..	6.00 p.m.	29·89	46·0	N. W.	Fine, strong breeze.
"	" 10..	6.00 a.m.	29·96	44·0	N. W.	Fine.
"	" 10..	9.00 a.m.	29·95	48·0	N. W.	"
"	" 10	12.00 noon	29·94	51·0	N. W.	"
"	" 10..	3.00 p.m.	29·89	52·0	N. W.	
"	" 10..	6.00 p.m.	29·84	52·0	N. W.	"
"	" 11..	6.00 a.m.	29·73	50·0	S.W.	"
"	" 11..	9.00 a.m.	29·67	54·0	S.W.	"
Schultz lake	" 11..	12.00 noon	29·63	60·0	S.W.	"
"	" 11	3.00 p.m.	29·60	60·0	S.W.	" strong breeze.
"	" 11..	6.00 p.m.	29·55	57·0	W.	Fine.
"	" 12..	6.00 a.m.	29·50	54·0	N.E.	"

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather. Notes.
	1900.					
Schultz lake	Aug. 12	9.00 a.m.	29.56	58.0	S.	Fine.
"	" 12	12.00 noon	29.43	60.0	S.	
"	" 12	3.00 p.m.	29.38	60.0	S.	strong breeze.
"	" 12	6.00 p.m.	29.35	60.0	S.	
"	13	6.00 a.m.	29.27	60.0	S.	Fine, heavy rain to-night and thundering night.
"	" 13	9.00 a.m.	29.23	56.0	S.W.	
Aberdeen lake	" 13	12.00 noon.	29.25	60.0	S.W.	
"	" 13	3.00 p.m.	29.27	60.0	S.W.	
"	" 13	6.00 p.m.	29.30	59.0	S.W.	
"	" 14	6.00 a.m.	29.44	44.0	N.W.	light rain during night, strong breeze.
"	14	9.00 a.m.	29.50	48.0	N.W.	strong breeze.
	14	12.00 noon	29.36	48.0	N.W.	
	" 14	3.00 p.m.	29.09	48.0	N.W.	
	" 14	6.00 p.m.	29.66	46.0	N.W.	
	" 15	6.00 a.m.	29.81	40.0	N.	nearly calm.
	15	9.00 a.m.	29.87	49.0	N.	
	15	12.00 noon	29.90	51.0	N.	moderate breeze.
	" 15	3.00 p.m.	29.90	54.0	N.	nearly calm.
	15	6.00 p.m.	29.88	55.0	W.	
Mouth of Thelon river	" 16	6.00 a.m.	29.90	49.0	S.	
	16	9.00 a.m.	29.87	51.0	S.W.	
	16	12.00 noon	29.83	56.0	S.E.	
Thelon river	" 16	3.00 p.m.	29.81	56.0	S.E.	
	" 16	6.00 p.m.	29.73	55.0	W.	
	" 17	6.00 a.m.	29.64	51.0	S.	
	" 17	9.00 a.m.	29.60	56.0	S.	
	" 17	12.00 noon	29.50	60.0	S.	strong breeze.
	" 17	3.00 p.m.	29.47	60.0	S.	
	17	6.00 p.m.	29.36	60.0	S.	
	18	6.00 a.m.	29.43	52.0	N.W.	heavy rain during night.
	18	9.00 a.m.	29.54	54.0	N.W.	
	18	12.00 noon.	29.55	54.0	N.W.	
	18	3.00 p.m.	29.57	58.0	N.W.	
	18	6.00 p.m.	29.57	56.0	N.W.	
	19	6.00 a.m.	29.74	48.0	N.W.	Fine.
	19	9.00 a.m.	29.83	50.0	N.E.	
	19	12.00 noon.	29.74	57.0	N.E.	Sled, carcajou found.
	" 19	3.00 p.m.	29.64	58.0	N.E.	
	19	6.00 p.m.	29.54	53.0	N.E.	
	20	6.00 a.m.	29.55	48.0	S.E.	Wet.
	20	9.00 a.m.	29.69	52.0	N.W.	Fine.
	20	12.00 noon.	29.63	54.0	N.W.	
	20	3.00 p.m.	29.66	56.0	N.W.	
	20	6.00 p.m.	29.70	50.0	N.W.	
	21	6.00 a.m.	29.65	36.0	N.E.	Heavy thunder, sheet, snow and rain.
	21	9.00 a.m.	29.79	38.0	N.E.	Snowing hard.
	" 21	12.00 noon.	29.38	40.0	N.E.	Wet, strong gale.
	" 21	3.00 p.m.	29.24	48.0	N.E.	
	21	6.00 p.m.	29.26	38.0	N.E.	
	22	6.00 a.m.	29.54	36.0	N.	Fine, gale threatening.
	22	9.00 a.m.	29.10	38.0	N.	Snowing almost blind.
	22	12.00 noon	29.26	46.0	N.	
	" 22	3.00 p.m.	29.19	42.0	N.	
	22	6.00 p.m.	29.18	42.0	N.	
	23	6.00 a.m.	29.16	32.0	E.	Very heavy hail storm.
	23	9.00 a.m.	29.[illegible]	40.0	E.	
	" 23	12.00 noon.	29.10	46.0	E.	Snow flurries.
	23	3.00 p.m.	29.08	45.0	E.	Rain showers.
	23	6.00 p.m.	28.99	42.0	E.	Rain and snow flurries.
	24	6.00 a.m.	28.94	36.0	E.	Fine, gale threatening to N.
	" 24	9.00 a.m.	28.99	38.0	E.	Heavy gale.
	24	12.00 noon.	28.98	38.0	N.E.	
	" 24	3.00 p.m.	29.01	36.0	N.E.	

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather—Notes.
	1900.					
Thelon river	Aug. 24	6.00 p.m.	29 03	34 0	N.E.	Stormy night.
"	" 25	6.00 a.m.	29 18	32 0	N.W.	Fine, ground covered with snow.
"	" 25	9.00 a.m.	29 22	38 0	N.W.	Fine.
"	" 25	12.00 noon	29 26	43 0	N.W.	"
"	" 25	3.00 p.m.	29 26	48 0	W.	"
"	" 25	6.00 p.m.	29 28	45 0	W.	"
"	" 26	6.00 a.m.	29 25	40 0	S.W.	" pools covered with ice.
"	" 26	9.00 a.m.	29 24	46 0	S.W.	" strong breeze.
"	" 26	12.00 noon	29 34	40 0	N.W.	"
"	" 26	3.00 p.m.	29 40	44 0	N.W.	"
"	" 26	6.00 p.m.	29 46	41 0	N.W.	"
Forks camp, Thelon river	" 27	6.00 a.m.	29 58	30 0	E.	"
Hanbury river	" 27	9.00 a.m.	29 56	44 0	E.	"
"	" 27	12.00 noon	29 52	48 0	E.	"
"	" 27	3.00 p.m.	29 52	46 0	S.	"
"	" 27	6.00 p.m.	29 39	44 0	S.	"
"	" 28	6.00 a.m.	29 30	40 0	S.	"
"	" 28	9.00 a.m.	29 26	46 0	S.	"
"	" 28	12.00 noon	28 95	56 0	S.	"
"	" 28	3.00 p.m.	28 86	54 0	S.	"
"	" 28	6.00 p.m.	28 82	50 0	S.E.	"
"	" 29	6.00 a.m.	28 83	40 0	N.W.	Wet.
"	" 29	9.00 a.m.	28 85	42 0	N.	Fine.
"	" 29	12.00 noon	28 83	46 0	N.	"
"	" 29	3.00 p.m.	28 84	44 0	N.	"
"	" 29	6.00 p.m.	28 82	43 0	E.	"
"	" 30	6.00 a.m.	28 76	39 0	N.E.	"
"	" 30	9.00 a.m.	28 72	43 0	N.E.	" fresh gale.
"	" 30	12.00 noon	28 64	45 0	N.E.	"
"	" 30	3.00 p.m.	28 59	41 0	N.E.	"
"	" 30	6.00 p.m.	28 46	46 0	N.E.	"
"	" 31	6.00 a.m.	28 36	46 0	S.E.	"
"	" 31	9.00 a.m.	28 28	54 0	S.E.	"
"	" 31	12.00 noon	28 26	58 0	S.E.	"
"	" 31	3.00 p.m.	28 24	56 0	S.E.	"
"	" 31	6.00 p.m.	28 21	54 0	S.E.	"
Mean for Month			29 47	48 96		
Hanbury river	Sept. 1	6.00 a.m.	28 27	44 0	W.	Fine.
"	" 1	9.00 a.m.	28 35	44 0	N.W.	"
"	" 1	12.00 noon	28 34	46 0	N.W.	"
Sifton lake	" 1	3.00 p.m.	28 38	46 0	W.	"
"	" 1	6.00 p.m.	28 39	43 0	W.	"
"	" 2	6.00 a.m.	28 39	34 0	N.W.	Snow flurries.
"	" 2	9.00 a.m.	28 40	36 0	N.W.	Fine.
Musk Ox hill, Sutton lake	" 2	12.00 noon	28 39	46 0	N.W.	"
"	" 2	3.00 p.m.	28 38	43 0	N.W.	"
"	" 2	6.00 p.m.	28 38	40 0	N.W.	"
"	" 3	6.00 a.m.	28 45	30 0	N.E.	"
Smart lake	" 3	9.00 a.m.	28 49	32 0	N.E.	Snow flurries.
Height of land	" 3	12.00 noon	28 56	33 0	N.E.	"
"	" 3	3.00 p.m.	28 59	34 0	N.W.	"
Clinton Colden lake	" 3	6.00 p.m.	28 62	32 0	N.W.	Fine.
"	" 4	6.00 a.m.	28 76	32 0	W.	" ice on all the pools.
"	" 4	9.00 a.m.	28 76	36 0	N.W.	"
Casba lake	" 4	12.00 noon	28 77	44 0	W.	"
"	" 4	3.00 p.m.	28 74	42 0	S.W.	"
Clinton-Colden	" 4	6.00 p.m.	28 72	42 0	S.W.	"
"	" 5	6.00 a.m.	28 62	38 0	S.E.	"
"	" 5	9.00 a.m.	28 52	42 0	S.E.	"
Artillery lake	" 5	12.00 noon	28 42	48 0	S.E.	" strong gale.
"	" 5	3.00 p.m.	28 39	50 0	S.E.	"
"	" 5	6.00 p.m.	28 39	48 0	S.E.	"
"	" 6	6.00 a.m.	28 41	40 0	N.E.	"

APPENDIX No. 4. Meteorological Observations.—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather. Notes.
	1900.					
Artillery lake	Sept. 6	9 00 a.m.	28·45	46·0	S.	Fine.
"	6	12 00 noon	28·47	49·0	S.W.	
	6	3 00 p.m.	28·48	50·0	S.W.	
	6	6 00 p.m.	28·49	50·0	S.W.	
	7	6 00 a.m.	28·54	41·0	N.E.	
	7	9 00 a.m.	28·57	45·0	N.E.	
	7	12 00 noon	28·60	41·0	N.E.	Snowed.
	7	3 00 p.m.	28·58	39·0	N.E.	"
	7	6 00 p.m.	28·72	36·0	N.E.	Snow flurries.
	8	6 00 a.m.	28·84	38·0	N.	Fine.
	8	9 00 a.m.	2·90	42·0	W.	
"	8	12 00 noon	28·87	45·0	W.	black currant bushes.
"	8	3 00 p.m.	28·82	47·0	S.W.	
	8	6 00 p.m.	28·78	47·0	S.W.	
"	9	6 00 a.m.	28·76	40·0	S.W.	fresh gale.
	9	9 00 a.m.	28·74	44·0	S.W.	
	9	12 00 noon	28·73	46·0	S.W.	
	9	3 00 p.m.	28·70	48·0	S.W.	almost calm
	9	6 00 p.m.	28·68	50·0	S.W.	calm.
"	10	6 00 a.m.	28·52	46·0	S.	
"	10	9 00 a.m.	28·50	50·0	S.	
Pike's portage	10	12 00 noon	28·36	60·0	S.W.	
	10	3 00 p.m.	28·28	58·0	S.W.	
	10	6 00 p.m.	28·28	56·0	S.W.	
"	11	6 00 a.m.	28·32	42·0		calm.
	11	9 00 a.m.	28·37	53·0	S.E.	
"	11	12 00 noon	28·32	60·0	N.W.	
"	11	3 00 p.m.	28·35	56·0	N.W.	
	11	3 30 p.m.	28·37			
Great Slave lake	11	4 40 p.m.	28·38			
	11	6 00 p.m.	29·05	50·0	N.W.	Fine.
	12	6 00 a.m.	29·39	38·0	N.W.	"
	12	9 00 a.m.	29·40	49·0	N.W.	"
	12	12 00 noon	29·41	52·0	W.	
	12	3 00 p.m.	29·41	53·0	W.	"
"	12	6 00 p.m.	29·42	50·0	W.	"
	13	6 00 a.m.	29·54	40·0	W.	"
	13	9 00 a.m.	29·54	47·0	W.	
	13	12 00 noon	29·56	52·0	W.	"
	13	3 00 p.m.	29·57	52·0	W.	
	13	6.00 p.m.	29·61	45·0	W.	
Fort Reliance, Gt. Slave lake	14	6 00 a.m.	29·80	34·0	E.	
	14	9 00 a.m.	29·80	42·0	S.W.	
	14	12 00 noon	29·79	50·0	S.W.	
	14	3.00 p.m.	29·78	52·0	S.W.	
"	14	6 00 p.m.	29·73	50·0	W.	
	15	6 00 a.m.	29·63	40·0	S.W.	
	15	9 00 a.m.	29·66	48·0	S.W.	
	15	12 00 noon	29·60	54·0	S.W.	"
	15	3.00 p.m.	29·57	58·0	S.W.	
"	15	6 00 p.m.	29·51	54·0	S.W.	"
	16	6 00 a.m.	29·40	47·0	S.W.	
Great Slave lake	16	9 00 a.m.	29·40	52·0	S.W.	
	16	12 00 noon	29·36	56·0	S.W.	
	16	3 00 p.m.	29·33	57·0	N.	
	16	6 00 p.m.	29·29	44·0	N.	
	17	6 00 a.m.	29·29	39·0	N.E.	
	17	9 00 a.m.	29·27	46·0	S.E.	
	17	12 00 noon	29·29	54·0	S.W.	
	17	3 00 p.m.	29·22	57·0	S.W.	
	17	6 00 p.m.	29·29	54·0	S.W.	
Fond du Lac, Gt. Slave lake	18	6 00 a.m.	29·39	40·0	N.E.	
	18	9 00 a.m.	28·56	50·0	N.E.	

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather—Notes.
	1900.					
Great Slave lake	Sept. 18	12.00 noon	29 32	60 0	N.E.	Fine.
"	" 18	3.00 p.m.	29 32	58 0	N.E.	"
"	" 18	6.00 p.m.	29 32	54 0	N.E.	"
"	" 19	6.00 a.m.	29 03	52 0	S.E.	"
"	" 19	9.00 a.m.	29 01	58 0	S.	"
"	" 19	12.00 noon	29 01	60 0	S.W.	"
"	" 19	3.00 p.m.	29 01	60 0	S.W.	"
"	" 19	6.00 p.m.	28 99	56 0	S.W.	"
Stoney Island, Gt. Slave lake	" 20	6.00 a.m.	28 78	50 0	S.W.	"
" "	" 20	9.00 a.m.	28 74	58 0	S.W.	" strong breeze.
" "	" 20	12.00 noon	28 74	60 0	S.W.	" heavy gale.
" "	" 20	3.00 p.m.	28 78	56 0	"	" "
" "	" 20	6.00 p.m.	28 82	50 0	W.	" "
" "	" 21	6.00 a.m.	28 84	42 0	N.W.	" "
" "	" 21	9.00 a.m.	28 96	46 0	N.W.	" "
" "	" 21	12.00 noon	29 16	56 0	N.W.	" "
" "	" 21	3.00 p.m.	29 22	54 0	N.W.	" "
" "	" 21	6.00 p.m.	29 26	54 0	N.W.	" "
" "	" 22	6.00 a.m.	29 30	38 0	S.E.	" gale decreasing.
" "	" 22	9.00 a.m.	29 36	47 0	S.E.	"
" "	" 22	12.00 noon	29 36	50 0	S.E.	"
" "	" 22	3.00 p.m.	29 38	47 0	S.E.	"
Great Slave lake	" 22	6.00 p.m.	29 44	44 0	S.E.	"
Ft. Resolution, Gt. Slave lake	" 23	6.00 a.m.	29 59	31 0	S.E.	"
" "	" 23	9.00 a.m.	29 67	42 0	S.E.	"
" "	" 23	12.00 noon	29 72	50 0	N.W.	"
" "	" 23	3.00 p.m.	29 74	44 0	N.	"
" "	" 23	6.00 p.m.	29 77	37 0	N.W.	"
" "	" 24	6.00 a.m.	29 82	30 0	E.	"
" "	" 24	9.00 a.m.	29 82	32 0	E.	"
" "	" 24	12.00 noon	29 78	49 0	E.	"
" "	" 24	3.00 p.m.	29 74	50 0	E.	"
" "	" 24	6.00 p.m.	29 72	47 0	E.	"
" "	" 25	6.00 a.m.	29 72	28 0	S.E.	" slight fall of snow.
" "	" 25	9.00 a.m.	29 71	33 0	S.	"
" "	" 25	12.00 noon	29 69	38 0	S.	"
" "	" 25	3.00 p.m.	29 64	38 0	S.	"
" "	" 25	6.00 p.m.	29 58	37 0	S.	"
" "	" 26	6.00 a.m.	29 09	38 0	S.	"
" "	" 26	9.00 a.m.	29 02	48 0	S.	"
" "	" 26	12.00 noon	28 94	50 0	S.	"
" "	" 26	3.00 p.m.	28 82	54 0	S.	"
" "	" 26	6.00 p.m.	28 74	50 0	S.	"
" "	" 27	6.00 a.m.	28 81	42 0	N.W.	"
" "	" 27	9.00 a.m.	28 83	44 0	N.W.	"
" "	" 27	12.00 noon	28 88	42 0	N.W.	"
" "	" 27	3.00 p.m.	28 92	46 0	N.W.	"
" "	" 27	6.00 p.m.	28 99	44 0	N.W.	"
Slave river	" 28	6.00 a.m.	29 09	44 0	S.E.	"
"	" 28	9.00 a.m.	29 18	45 0	S.E.	"
"	" 28	12.00 noon	29 26	50 0	E.	"
"	" 28	3.00 p.m.	29 34	46 0	E.	"
"	" 28	6.00 p.m.	29 41	35 0	E.	Snow during day.
"	" 29	6.00 a.m.	29 59	30 0	N.E.	Pools frozen over during night.
"	" 29	9.00 a.m.	29 62	40 0	N.E.	Fine.
"	" 29	12.00 noon	29 64	40 0	N.E.	"
"	" 29	3.00 p.m.	29 63	36 0	N.E.	"
"	" 29	6.00 p.m.	29 64	36 0	N.E.	Snow flurries.
"	" 30	6.00 a.m.	29 60	34 0	N.W.	Fine.
"	" 30	9.00 a.m.	29 66	42 0	N.W.	"
"	" 30	12.00 noon	29 69	40 0	N.W.	Heavy snow fall.
"	" 30	3.00 p.m.	29 69	40 0	N.W.	" "
"	" 30	6.00 p.m.	29 72	32 0	N.W.	Fine.
Mean for the month			29 06	45 51		

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place	Date.	Hour				Weather—Notes.
	1900.					
Slave river	Oct. 1	6.00 a.m.	29.71	30.0	N. E.	Snow still falling
	1	9.00 a.m.	29.76	36.0	E.	Fine.
	1	12 noon	29.79	40.0	E.	
	1	3.00 p.m.	29.79	36.0	E.	
	1	6.00 p.m.	29.79	28.0	E.	
	2	6.00 a.m.	29.61	27.0	S. W.	Fine, at 4 p.m. Snow was 19
	2	9.00 a.m.	29.64	32.0	S. W.	Fine.
	2	12 noon	29.58	36.0	S. W.	
"	2	3.00 p.m.	29.56	40.0	S. W.	
	2	6.00 p.m.	29.54	40.0	S. W.	
	3	6.00 a.m.	29.67	38.0	S. W.	
	3	9.00 a.m.	29.64	40.0	S. W.	
	3	12 noon	29.66	44.0	S.	
	3	3.00 p.m.	29.66	44.0	S.	
	3	6.00 p.m.	29.66	37.0	S.	
Salt river, Slave river	4	6.00 a.m.	29.46	40.0	S. E.	
	4	9.00 a.m.	29.29	38.0	S. E.	
Slave river	4	12 noon	29.36	44.0	S. E.	
	4	3.00 p.m.	29.49	44.0	S. E.	
Fort Smith, Slave river	4	6.00 p.m.	29.46	40.0	S. E.	
"	5	6.00 a.m.	29.43	30.0	S. E.	
	5	9.00 a.m.	29.48	40.0	S. E.	
Portage	5	12 noon	29.46	42.0	S. E.	
	5	3.00 p.m.	29.44	40.0		
Smith's landing	5	6.00 p.m.	29.44	34.0	S. E.	
"	6	6.00 a.m.	29.41	36.0	S.	
	6	9.00 a.m.	29.40	30.0	S.	
Slave river.	6	12 noon	29.44	40.0	S.	
	6	6.00 p.m.	29.34	36.0	S.	
	7	6.00 a.m.	29.24	30.0	S.	"
	7	9.00 a.m.	29.27	34.0	S.	
"	7	12 noon	29.30	36.0	S.	
	7	2.00 p.m.	29.30	36.0	S.	
	7	6.00 p.m.	29.18	34.0	S.	Fine.
	8	6.00 a.m.	29.09	30.0	S.	
	8	9.00 a.m.	29.09	36.0	S.	
"	8	12 noon	29.20	44.0	S.	Fine.
	8	3.00 p.m.	28.74	44.0	S.	
	8	6.00 p.m.	28.87	42.0	S.	
	9	6.00 a.m.	28.79	44.0	S.	
	9	9.00 a.m.	28.72	48.0	N. W.	
De Rosier river, Slave river	9	12 noon	28.[illegible]	52.0	N. W.	Fine.
"	9	3.00 p.m.	28.74	50.0	N. W.	
	9	6.00 p.m.	28.80	48.0	N. W.	
	10	6.00 a.m.	28.89	40.0	S.	
Slave river	10	9.00 a.m.	28.94	42.0	S.	
	10	12 noon	28.88	46.0	S.	
Fort Chipewyan, L. Athabasca	10	3.00 p.m.	28.84	44.0	S.	
" "	10	6.00 p.m.	28.84	44.0	S.	Rain.
	11	6.00 a.m.	28.87	38.0	S.	
" "	11	9.00 a.m.	28.88	42.0	S.	Fine.
	11	12 noon	28.88	44.0	S.	
"	11	3.00 p.m.	28.84	44.0	N. W.	
" "	11	6.00 p.m.	28.84	44.0	N. W.	Fine.
	12	6.00 a.m.	28.84	40.0	N. W.	Fine.
"	12	9.00 a.m.	28.84	44.0	N. W.	
"	12	12 noon	28.84	44.0	N. W.	
"	12	3.00 p.m.	28.84	44.0	N. W.	
"	12	6.00 p.m.	28.84	44.0	N. W.	
	13	6.00 a.m.	28.84	44.0	N.	
	13	9.00 a.m.	28.84	44.0	N.	Fine.
"	13	12 noon	28.84	44.0	N. W.	
"	13	3.00 p.m.	28.84	44.0	N. W.	
	13	6.00 p.m.	28.84	44.0	N. W.	
	14	6.00 a.m.	28.84	44.0	N. W.	
" "	14	9.00 a.m.	28.84	44.0	N. E.	

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather Notes.
	1900.					
Ft. Chippewyan, L. Athabasca	Oct. 14	9·00 a.m.	29·14	29·0	S.E.	Fine.
" " "	" 14	12·00 noon	29·17	35·0	S.W.	"
" " "	" 14	3·00 p.m.	29·19	36·0	S.W.	"
" " "	" 14	6·00 p.m.	29·24	36·0	S.W.	"
" " "	" 15	6·00 a.m.	29·27	30·0	S.	"
" " "	" 15	9·00 a.m.	29·24	36·0	S.	"
" " "	" 15	12·00 noon	29·16	40·0	S.	"
" " "	" 15	3·00 p.m.	29·04	40·0	S.	"
" " "	" 15	6·00 p.m.	28·98	40·0	S.	"
" " "	" 16	6·00 a.m.	28·78	42·0	S.W.	" rain during night.
" " "	" 16	9·00 a.m.	28·78	46·0	S.W.	"
" " "	" 16	12·00 noon	28·80	52·0	S.W.	"
" " "	" 16	3·00 p.m.	28·82	50·0	W.	"
" " "	" 16	6·00 p.m.	28·86	45·0	W.	"
" " "	" 17	6·00 a.m.	29·16	32·0	W.	"
" " "	" 17	9·00 a.m.	29·16	37·0	W.	"
" " "	" 17	12·00 noon	29·16	41·0	N.E.	"
" " "	" 17	3·00 p.m.	29·10	40·0	N.E.	"
" " "	" 17	6·00 p.m.	29·04	42·0	N.E.	"
" " "	" 18	6·00 a.m.	28·64	42·0	S.E.	"
" " "	" 18	9·00 a.m.	28·60	43·0	S.E.	"
" " "	" 18	12·00 noon	28·54	48·0	N.E.	"
" " "	" 18	3·00 p.m.	28·44	47·0	N.E.	"
" " "	" 18	6·00 p.m.	28·34	44·0	N.E.	"
" " "	" 19	6·00 a.m.	28·09	42·0	S.W.	" heavy rain in early morn.
" " "	" 19	9·00 a.m.	28·08	46·0	S.W.	"
" " "	" 19	12·00 noon	28·08	49·0	W.	"
" " "	" 19	3·00 p.m.	28·10	48·0	W.	"
" " "	" 19	6·00 p.m.	28·11	46·0	W.	"
" " "	" 20	6·00 a.m.	28·40	40·0	W.	"
" " "	" 20	9·00 a.m.	28·42	42·0	W.	"
" " "	" 20	12·00 noon	28·42	52·0	W.	"
" " "	" 20	3·00 p.m.	28·42	50·0	W.	Hail.
" " "	" 20	6·00 p.m.	28·40	44·0	W.	Rain, heavy thunder & lightning.
" " "	" 21	6·00 a.m.	28·47	36·0	W.	Fine.
" " "	" 21	9·00 a.m.	28·50	36·0	W.	"
" " "	" 21	12·00 noon	28·52	40·0	W.	"
" " "	" 21	3·00 p.m.	28·62	38·0	W.	"
" " "	" 21	6·00 p.m.	28·66	34·0	N.	"
" " "	" 22	6·00 a.m.	28·86	26·0	N.	"
" " "	" 22	9·00 a.m.	28·87	26·0	N.W.	Light fall of snow.
" " "	" 22	12·00 noon	28·94	27·0	N.W.	Fine.
" " "	" 22	3·00 p.m.	29·02	26·0	N.W.	"
" " "	" 22	6·00 p.m.	29·17	24·0	N.W.	"
" " "	" 23	6·00 a.m.	29·16	20·0	N.W.	"
" " "	" 23	9·00 a.m.	29·17	24·0	N.W.	"
" " "	" 23	12·00 noon	29·12	26·0	N.W.	"
" " "	" 23	3·00 p.m.	29·07	24·0	S.	"
" " "	" 23	6·00 p.m.	29·07	22·0	S.	"
" " "	" 24	6·00 a.m.	28·77	28·0	S.W.	"
" " "	" 24	9·00 a.m.	28·77	30·0	S.W.	"
" " "	" 24	12·00 noon	28·72	38·0	S.W.	"
" " "	" 24	3·00 p.m.	28·70	40·0	S.W.	"
" " "	" 24	6·00 p.m.	28·67	34·0	S.W.	"
" " "	" 25	6·00 a.m.	28·52	32·0	S.	"
" " "	" 25	9·00 a.m.	28·52	36·0	S.	"
" " "	" 25	12·00 noon	28·52	42·0	S.	"
" " "	" 25	3·00 p.m.	28·50	40·0	S.	"
" " "	" 25	6·00 p.m.	28·54	36·0	S.	"
" " "	" 26	6·00 a.m.	28·74	32·0	S.	"
" " "	" 26	9·00 a.m.	28·76	36·0	S.	"
" " "	" 26	12·00 noon	28·78	40·0	S.	"
" " "	" 26	3·00 p.m.	28·84	42·0	W.	"
" " "	" 26	6·00 p.m.	28·88	36·0	W.	"
" " "	" 27	6·00 a.m.	29·08	29·0	S.	"

SESSIONAL PAPER No. 25

APPENDIX No. 4.—Meteorological Observations.—*Continued.*

Place	Date	Hour.	Barometer.	Thermometer.	Wind.	Weather.—Notes.
	1900.					
Ft. Chippewyan, L. Athabasca	Oct. 27	9 00 a.m.	29·11	32·0	S.	Fine.
"	" 27	12 00 noon.	29·11	42·0	S.	"
"	" 27	3 00 p.m.	29·08	40·0	E.	"
"	" 27	6 00 "	29·04	38·0	L.	"
"	" 28	6 00 a.m.	28·89	36·0	S.E.	"
"	" 28	9 00 "	28·72	42·0	S.E.	"
"	" 28	12 00 noon.	28·76	46·0	S.E.	"
"	" 28	3 00 p.m.	28·80	42·0	S.E.	L. and rain.
"	" 28	6 00 "	28·86	38·0	S.E.	Fine.
"	" 29	6 00 a.m.	28·90	32·0	S.W.	"
"	" 29	9 00 "	28·92	34·0	W.	"
"	" 29	12 00 noon.	28·92	34·0	W.	"
"	" 29	3 00 p.m.		34·0	W.	"
"	" 29	6 00 "	28·93	32·0	W.	"
"	" 30	6 00 a.m.	28·97	30·0	E.	"
"	" 30	9 00 a.m.	28·98	34·0	E.	"
"	" 30	12 00 noon.	28·94	38·0	E.	"
"	" 30	3 00 p.m.	28·90	38·0	E.	"
"	" 30	6 00 "	28·90	36·0	E.	"
"	" 31	6 00 a.m.	28·92	27·0	S.E.	"
"	" 31	9 00 "	28·95		S.	"
"	" 31	12 00 noon.	28·95		S.	"
"	" 31	3 00 p.m.	28·98	34·0	S.	"
"	" 31	6 00 p.m.	29·02	30·0	S.	"
Mean for month			28·95	37·11		
Ft. Chippewyan, L. Athabasca	Nov. 1	6 00 a.m.	29·08	30·0	N.	Fine, slight snow fall.
"	" 1	9 00 "	29·08	33·0	N.	Fine.
"	" 1	12 00 noon.	29·12	36·0	N.	"
"	" 1	3 00 p.m.	29·07	36·0	N.	"
"	" 1	6 00 p.m.	29·12	33·0	N.	"
"	" 2	6 00 a.m.	29·02	28·0	W.	"
"	" 2	9 00 "	29·02	30·0	W.	"
"	" 2	12 00 noon.	28·95	32·0	W.	"
"	" 2	3 00 p.m.	28·99	32·0	W.	"
"	" 2	6 00 "	28·97	30·0	W.	"
"	" 3	6 00 a.m.	28·75	28·0	S.W.	"
"	" 3	9 00 "	28·72	30·0	S.W.	"
"	" 3	12 00 noon.	28·70	32·0	S.W.	"
"	" 3	3 00 p.m.	28·69	34·0	S.W.	Fine, very strong breeze.
"	" 3	6 00 p.m.	28·67	34·0	S.W.	Fine.
"	" 4	6 00 a.m.	28·99	18·0	N.W.	Fine, gale south, west.
"	" 4	9 00 "	29·01	22·0	W.	Fine, blowing off shore.
"	" 4	12 00 noon.	29·03	24·0	W.	Fine.
"	" 4	3 00 p.m.	29·05	24·0	W.	"
"	" 4	6 00 "	29·12	23·0	W.	"
"	" 5	6 00 a.m.	29·[illegible]	10·0	N.E.	"
"	" 5	9 00 "	29·[illegible]	13·0	N.E.	"
"	" 5	12 00 noon.	29·[illegible]	16·0	N.E.	"
"	" 5	3 00 p.m.	29·[illegible]	18·0	N.E.	"
"	" 5	6 00 p.m.	29·[illegible]	18·0	N.E.	"
"	" 6	6 00 a.m.	29·[illegible]	14·0	E.	"
"	" 6	9 00 "	29·[illegible]	16·0	E.	"
"	" 6	12 00 noon.	[illegible]	[illegible]	E.	"
"	" 6	3 00 p.m.	[illegible]	34·0	E.	"
"	" 6	6 00 "	29·47	26·0	E.	"
"	" 7	6 00 a.m.	[illegible]	[illegible]	S.	"
"	" 7	9 00 "	29·17	24·0	S.	"
"	" 7	12 00 noon.	29·12	30·0	S.	"
"	" 7	3 00 p.m.	29·07	34·0	S.	"
"	" 7	6 00 "	29·02	32·0	S.	"
"	" 8	6 00 a.m.	28·82	30·0	S.	"
"	" 8	9 00 "	28·85	32·0	S.	"

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Place.	Date.	Hour.	Barometer.	Thermometer.	Wind.	Weather—Notes.
	1900.					
Ft. Chippewyan, L. Athabasca	Nov. 8	12.00 noon	28·80	34·0	S.	Fine.
" "	" 8..	3.00 p.m.	28·80	34·0	N.E.	"
" "	" 8..	6.00 p.m.	28·82	34·0	N.E.	Fine, 7 p.m. rain falling, rainbow observed, 10 p.m. snow.
" "	" 9..	6.00 a.m.	29·32	20·0	N.E.	Fine.
" "	" 9..	9.00 a.m.	29·35	21·0	N.E.	"
" "	" 9..	12.00 noon	29·47	21·0	W.	"
" "	" 9..	3.00 p.m.	29·51	20·0	W.	"
" "	" 9	6.00 p.m.	29·57	20·0	W.	"
" "	" 10..	6.00 a.m.	29·27	30·0	S.	"
" "	" 10..	9.00 a.m.	29·27	31·0	S.	"
" "	" 10..	12.00 noon	29·27	36·0	N.W.	"
" "	" 10..	3.00 p.m.	29·27	31·0	N.E.	"
" "	" 10..	6.00 p.m.	29·27	27·0	N.E.	"
" "	" 11..	6.00 a.m.	29·27	16·0	N.E.	"
" "	" 11..	9.00 a.m.	29·29	18·0	N.E.	"
" "	" 11..	12.00 noon	29·31	14·0	N.E.	"
" "	" 11..	3.00 p.m.	29·41	12·0	N.E.	"
" "	" 11..	6.00 p.m.	29·47	10·0	N.E.	"
" "	" 12..	6.00 a.m.	29·47	2·0	N.E.	"
" "	" 12..	9.00 a.m.	29·47	6·0	N.E.	"
" "	" 12	12.00 noon	29·47	12·0	N.E.	"
" "	" 12..	3.00 p.m.	29·61	10·0	N.	"
" "	" 12..	6.00 p.m.	29·61	8·0	N.	"
" "	" 13..	6.00 a.m.	29·47	2·0	S.E.	"
" "	" 13..	9.00 a.m.	29·47	5·0	S.	" ice set fast in channel.
" "	" 13..	12.00 noon	29·42	10·0	S.	"
" "	" 13..	3.00 p.m.	29·39	7·0	N.E.	"
" "	" 13..	6.00 p.m.	29·42	7·0	N.E.	"
" "	" 14..	6.00 a.m.	29·47	7·0	N.E.	"
" "	" 14..	9.00 a.m.	29·47	8·0	N.	"
" "	" 14	12.00 noon	29·52	8·0	N.	"
" "	" 14	3.00 p.m.	29·52	10·0	N.	"
" "	" 14	6.00 p.m.	29·54	8·0	N.	"
Athabasca river.	" 15..	6.00 a.m.	29·57	3·0	N.W.	"
"	" 15..	9.00 a.m.	29·57	2·0	N.W.	"
"	" 15..	12.00 noon	29·57	1·0	N.W.	"
"	" 15	3.00 p.m.	29·57	+1·0	N.W.	"
" "	" 15..	6.00 p.m.	29·57	−2·0		
" "	" 16	6.00 a.m.	29·62	12·0		
" "	" 16..	9.00 a.m.	29·72	−10·0	S.W.	Fine.
"	" 16..	12.00 noon	29·70	−10·0	N.W.	"
"	" 16	3.00 p.m.	29·70	8·0	N.W.	"
"	" 16..	6.00 p.m.	29·70	6·0	N.W.	"
"	" 17	6.00 a.m.	29·70	30·0	N.W.	"
" "	" 17	9.00 a.m.	29·70	−25·0	S.	
" "	" 17..	12.00 noon	29·70	18·0	S.	Fine.
"	" 17	3.00 p.m.				
" "	" 1	6.00 p.m.	29·62	−24·0	S.	Fine.
"	" 18..	6.00 a.m.	29·57	32·0	W.	"
"	" 18	9.00 a.m.	29·57	25·0	W.	
"	" 18..	12.00 noon	28·52	12·0	W.	
"	" 18..	3.00 p.m.	29·52	−12·0		
Fort McKay, Athabasca river	" 18	6.00 p.m.	29·47	12·0	W.	
"	" 19..	6.00 a.m.	29·52	16·0	W.	
"	" 19..	9.00 a.m.	29·53	−8·0	W.	
" "	" 19..	12.00 noon	29·55	2·0	W.	
"	" 19..	3.00 p.m.	29·47	−8·0	W.	
"	19..	6.00 p.m.	29·47	8·0	W.	
" "	" 20..	6.00 a.m.	29·07	18·0	S.	
" "	" 20..	12.00 noon	28·97	3·0	S.	
" "	" 20..	6.00 p.m.	28·85	0·0	S.	
Athabasca river	" 21..	6.00 a.m.	28·87	−6·0	N.	Fine.
	" 21..	9.00 a.m.	28·91	−4·0	N.	"
Ft. McMurray, Athabasca river	" 21..	12.00 noon	28·93	2·0	N.	"

APPENDIX No. 1.—Meteorological Observations—*Continued.*

Place	Date	Hour				Weather Notes
	1900					
Athabasca river	Nov. 21	6 00 p.m.	28 57	0 0		
Trail, Athabasca river	" 21	6 00 p.m.	28 52	20 0	N	Fine.
"	" 22	6 00 a.m.	28 47	32 0	S	
"	" 22	9 00 a.m.	28 47	26 0	S	
Red Willow lake	" 22	12 00 noon	28 35	16 0	S	Fine.
"	" 22	3 00 p.m.	28 31	12 0	W	
"	" 22	6 00 p.m.	28 33	16 0	W	
"	" 23	6 00 a.m.	28 52	23 0	S W	
"	" 23	9 00 "				
Trail	" 23	12 00 noon	28 42	8 0	S W	
"	" 23	3 00 p.m.				
"	" 23	6 00 p.m.	28 37	16 0	S W.	
"	" 24	6 00 a.m.	28 35	13 0	S.	
"	" 24	9 00 "	28 37	10 0	S.	Fine.
"	" 24	12 00 noon	28 42	0 0	S	Slight snow.
"	" 24	6 00 p.m.	28 42	2 0	S.	Fine.
"	" 25	6 00 a.m.	28 02	5 0	S E	Snow.
"	" 25	9 00 "	28 05	10 0	S.	"
Peace River	" 25	12 00 noon	28 42	13 0	S	"
"	" 25	3 00 "	28 05	12 0		"
Trail	" 25	6 00 p.m.	28 05	12 0	S.	Snow.
"	" 26	6 00 a.m.	28 05	12 0	S	Fine.
"	" 26	12 00 noon	28 11	22 0	W.	"
"	" 26	6 00 p.m.	27 87	16 0	W.	"
Big Jackfish lake	" 27	6 00 "	28 28	26 0	S.	"
"	" 27	12 00 noon	28 21	32 0	S.W.	"
"	" 27	6 00 p.m.	27 71	34 0	S.W.	"
"	" 28	6 00 a.m.	27 91	28 0	S.W.	"
"	" 28	12 00 noon	27 37	32 0	S.W.	"
Trail	" 28	6 00 p.m.	27 47	26 0	S W	Fine.
"	" 29	6 00 a.m.	28 35	26 0	S.W.	"
"	" 29	12 00 noon	28 21	26 0	S W	"
Hart lake	" 29	6 00 p.m.	28 21	28 0	E.	Fine.
"	" 30	6 00 a.m.	28 28	24 0	E	"
"	" 30	12 00 noon	28 21	28 0	W.	"
Lac la Biche	" 30	6 00 p.m.	27 78	29 0	W.	"
Mean for month			28 07	10 81		
Lac la Biche	Dec. 1	6 00 a.m.	27 97	30 0	N W	Fine, very cold and clear.
"	" 1	12 00 noon	28 05	28 0	N W	Fine.
Pat Prudens	" 1	6 00 p.m.	28 04	24 0	N W	"
"	" 2	6 00 a.m.	27 97	26 0	S W	"
Trail	" 2	12 00 noon	28 07	34 0	S W	"
Whitefish lake	" 2	6 00 p.m.	28 04	32 0	S W	"
Whitefish lake	" 3	6 00 a.m.	28 07	28 0	S W	Fine.
Good Fish lake	" 3	12 00 noon	28 04	28 0	N W	"
Duck lake	" 3	6 00 p.m.	27 72	36 0	N W	"
"	" 4	6 00 a.m.	27 67	34		"
"	" 4	12 00 noon	27	24 0	N. W.	Fine.
Victoria	" 4	6 00	27	20 0	S W	"
"	" 5	6 00	27	0 0	S W	"
Egg lake	" 5	12 00	27	0 0	S W	"
Warsaw	" 5	6 00	27	0 0	S W	"
"	" 6	6 00	27	0 0	S.W.	"
"	" 6	12 00	27	42 0	S W	"
Mean for month			27 89	27 78		

APPENDIX No. 4.—Meteorological Observations—*Continued.*

Month.	Barometer.			Thermometer.		
	Mean.	Highest.	Lowest.	Mean.	Highest.	Lowest.
1900.						
April	29·39	30·19	28·68	34·77	59·0	+ 6·0
May	28·75	30·12	28·21	44·46	75·0	16·0
June	28·58	28·90	28·10	52·29	74·0	29·0
July	29·44	30·14	28·62	55·51	77·0	40·0
August	29·47	30·19	28·21	48·96	64·0	30·0
September	29·06	29·82	28·27	45·51	66·0	28·0
October	28·93	29·79	28·06	37·11	52·0	20·0
November	28·97	29·72	27·17	10·81	36·0	−32·0
December	72·83	28·14	27·57	27·76	42·0	+10·0

APPENDIX No. 4.—Barometer Readings taken at Fort Resolution by F. C. Gaudet.

Date.	9 a.m.	Noon.	6 p.m.	Weather.
1906				
April 14	29 77	29 88	29 84	Cloudy.
15	30 02	30 00	29 87	Clear.
16	29 90	29 93	29 82	
17	29 64	28 94	28 80	Cloudy.
18	28 82	28 91	29 02	
19	29 07	29 02	29 01	Snowing.
20	29 17	29 31	29 31	Clear.
21	29 42	29 38	29 38	Cloudy.
22	29 05	29 01	29 01	Light rain.
23	29 07	29 17	29 28	Clear and warm.
24	29 31	29 33	29 28	Clear.
25	29 14	29 14	29 14	Clear.
26	29 16	29 30	29 18	Clear and warm.
27	29 37	29 [illegible]	29 60	Cloudy.
28	29 72	29 73	29 [illegible]	[illegible]
29	29 51	29 60	29 [illegible]	[illegible]
30	29 47	29 48	29 [illegible]	Snowing.
Mean for month.			29 [illegible]	
May 1	29 86	29 88	29 87	Clear.
2	29 83	29 79	29 78	Cloudy.
3	29 [illegible]	29 [illegible]	29 [illegible]	
4	29 37	29 [illegible]	29 [illegible]	Clear.
5	29 17	29 [illegible]	28 [illegible]	Cloudy.
6	29 00	29 18	28 [illegible]	
7	29 63	29 76	29 77	Clear.
8	29 74	29 76	29 [illegible]	Clear.
9	29 77	29 [illegible]	29 [illegible]	
10	29 38	29 48	29 46	Clear.
11	29 45	29 45	29 38	Cloudy.
12	29 31	29 [illegible]	29 [illegible]	Clear.
13	29 42	29 47	29 [illegible]	
14	29 40	29 48	29 [illegible]	Cloudy.
15	29 27	29 30	29 27	Clear.
16	29 22	29 18	29 17	Raining.
17	29 13	29 21	29 [illegible]	Clear.
18	29 46	[illegible]	29 41	
19	29 [illegible]	[illegible]	29 [illegible]	
20	29 33	29 [illegible]	29 [illegible]	
21	29 22	[illegible]	29 [illegible]	Cloudy.
22	29 19	29 26	29 [illegible]	Clear.
23	29 [illegible]	29 [illegible]	29 [illegible]	
24	29 [illegible]	29 [illegible]	29 [illegible]	
25	29 21	29 18	29 [illegible]	
26	29 07	28 [illegible]	28 [illegible]	Rain.
27	28 [illegible]	29 07	29 [illegible]	Raining.
28	29 11	29 [illegible]	29 [illegible]	Clear.
29	29 31	29 [illegible]	29 [illegible]	
30	29 [illegible]	29 [illegible]	29 [illegible]	
31	29 [illegible]	29 [illegible]	29 [illegible]	Raining.
Mean for month.			29 [illegible]	
June 1	29 27	29 [illegible]	29 [illegible]	Heavy rain.
2	29 [illegible]	29 [illegible]	29 [illegible]	Clear.
3	29 37	29 [illegible]	29 [illegible]	
4	29 [illegible]	29 [illegible]	28 [illegible]	Heavy rain.
5	28 [illegible]	28 [illegible]	28 [illegible]	Cloudy.
6	28 [illegible]	29 [illegible]	29 [illegible]	
7	29 [illegible]	29 [illegible]	29 [illegible]	
8	[illegible]	[illegible]	29 [illegible]	Clear.
9	[illegible]	[illegible]	29 [illegible]	Cloudy.
10	[illegible]	29 22	29 [illegible]	Clear.
11	[illegible]	[illegible]	29 [illegible]	
12	[illegible]	[illegible]	29 [illegible]	Cloudy.
13	[illegible]	[illegible]	29 [illegible]	Rain.
14	29 22	29 [illegible]		

APPENDIX No. 4.—Barometer Readings—*Continued.*

Date.	6 a.m.	Noon.	6 p.m.	Weather.
1900.				
June 15	28·26	29·12	29·04	N. wind.
" 16	29·57	29·51	29·57	"
" 17	29·51	29·43	29·35	Clear.
" 18	29·36	29·30	29·23	Cloudy.
" 19	29·06	29·04	28·99	"
" 20	28·95	28·93	28·88	"
" 21	28·80	28·93		
" 22	29·02	29·18	29·28	Cloudy, storm.
" 23	29·51	29·60	29·61	Clear.
" 24	29·63	29·63	29·52	
" 25	29·49	29·55		
" 26	29·51	29·56	29·54	N. wind.
" 27	29·62	29·68	29·66	"
" 28	29·72	29·66	29·59	Clear.
" 29	29·57	29·51	29·47	"
" 30	29·51	29·52	29·48	
Mean for month			29·31	
July 1	29·48	29·46	29·41	Clear.
" 2	29·45	29·42	29·41	"
" 3	29·43	29·42	29·32	"
" 4	29·26	29·20	29·12	"
" 5	29·16	29·17		
" 6	29·32	29·41	29·44	Clear.
" 7	29·52	29·51	29·45	"
" 8	29·37	29·29	29·22	"
" 9	29·24	29·25	29·31	Cloudy.
" 10	29·42	29·47		Clear.
" 11	29·60	29·58	29·54	"
" 12	29·50	29·49	29·31	Cloudy.
" 13	29·17	29·13	29·22	Clear.
" 14	29·37	29·37	29·33	"
" 15	29·24	29·20	29·14	"
" 16	29·02	28·97	29·06	"
" 17	29·30	29·38	29·43	"
" 18	29·49	29·51	29·43	"
" 19	29·28	29·21	29·12	Raining.
" 20	29·16	29·18	29·20	Clear.
" 21	29·21	29·23	29·18	Raining.
" 22	29·32	29·43	29·51	
" 23	29·58	29·46	29·63	
" 24	29·61	29·56	29·42	
" 25	28·51	29·10	29·12	
" 26	29·23	29·27	29·72	
" 27	29·33	29·38	29·36	
" 28	29·36	29·38	29·37	
" 29	29·34	29·38		
" 30	29·40	29·42	29·37	Clear.
" 31	29·38	29·39	29·36	
Mean for month			29·34	
Aug. 1	29·36	29·25	29·16	
" 2	29·07	29·00	28·97	Raining.
" 3	29·01	29·06	29·28	
" 4	29·41	29·43	29·37	
" 5	29·35	29·36	29·31	
" 6	29·33	29·34	29·33	
" 7	29·34	29·32	29·29	Clear.
" 8		29·32	29·48	Cloudy.
" 9	29·61	29·61	29·61	"
" 10		29·48	29·36	Clear
" 11	29·27	29·22	29·14	"
" 12	29·12	29·13	29·16	"
" 13	29·32	29·34	29·33	"
" 14	29·32	29·33	29·31	Cloudy.
" 15	29·34	29·40	29·41	"
" 16	29·40	29·33	29·20	Clear.

APPENDIX No. 4.—Barometer Reading—*Continued.*

Date.	6 a.m.	Noon	6 p.m.	Weather.
1909				
Aug. 17	29·02	29·04	28·46	Cloudy.
" 18	29·34	29·30	29·31	"
" 19	29·37	29·42	29·47	"
" 20	29·34	29·32	29·31	Raining.
" 21	29·32	29·46	29·47	Cloudy.
" 22	29·18	29·02	28·88	"
" 23	28·80	28·92	28·95	Stormy.
" 24	28·92	29·04	29·26	Raining.
" 25	29·45	29·47	29·35	Clear.
" 26	29·34	29·37	"	"
" 27	29·50	29·47	29·43	"
" 28	29·32	29·32	29·31	Cloudy.
" 29	29·29	29·25	29·13	"
" 30	29·00	28·97	28·94	"
" 31	28·97	28·99	29·07	Clear.
Mean for month..			29·25	
Sept. 1	29·23	29·32	29·28	Clear.
" 2	28·99	28·94	28·93	Raining.
" 3	29·23	29·31	29·48	"
" 4	29·61	29·62	29·47	Clear.
" 5	29·42	29·05	29·42	"
" 6	29·14	29·17	29·26	Raining.
" 7	29·43	29·46	29·60	"
" 8	29·62	29·68	29·56	"
" 9	29·48	29·42	29·36	"
" 10	29·23	29·14	29·14	Clear. "
" 11	29·04	29·02	29·07	Raining.
" 12	29·51	29·42	29·42	Clear.
" 13	29·71	29·74	29·74	"
" 14	29·83	29·89	29·84	"
" 15	29·76	29·71	29·78	"
" 16	29·47	29·38	29·26	"
" 17	29·22	29·31	29·37	"
" 18	29·38	29·33	29·22	Clear.
" 19	29·16	29·06	29·02	"
" 20	28·82	28·84	28·89	S.W. wind
" 21	29·12	29·22	29·28	N.W. wind.
" 22	29·32	29·37	29·39	"
Mean for month..			29·31	

LIST OF PLATES TO ACCOMPANY REPORTS OF GEORGE WHITE FRASER, D.T.S., AND ARTHUR SAINT CYR, D.L.S.

No.		Page.
1	Storm on Lake Bennett, near Watson River	159
2	Watson River	161
3	Gorge at Head of West Arm	163
4	View from Summit between West Arm and Wheaton River, looking South	165
5	On Pass from West Arm to Wheaton River	167
6	View of Wheaton River Valley from Summit	169
7	New River, looking W. and S. from Divide into Wheaton River	171
8	New River, from Lake Side, looking North	173
9	Lake on Summit, overlooking Takhini River	175
10	Takhini River from near Post L., looking South	177
11	Packing up Dalton Trail, River Bottom	179
12	Packing	181
13	Camp on Alsek River, Post M	183
14	N. W. M. P. Post at Dalton House	185
15	Crossing Alsek River at Dalton House	187
16	Mountains West of Kaskawulsh	189
17	Mains Hotel, Lake Wares	191
18	Happy Valley	193
19	Dry Bed of Old River in the Happy Valley	195
20	One Mile West of Morin Mt., looking West	197
21	Foot of White Range, facing West	199
22	Foot of Red Ridge, facing East, Post 51	201
23	Boundary Line, 120 feet West of Post 56, looking West	203
24	Boundary Line, 840 feet West of Post 56, looking West	205

25 iii 13

159

Shore on Lake Bennett near Watson River.

Watson River.

[Gorge at Head of West Arm.

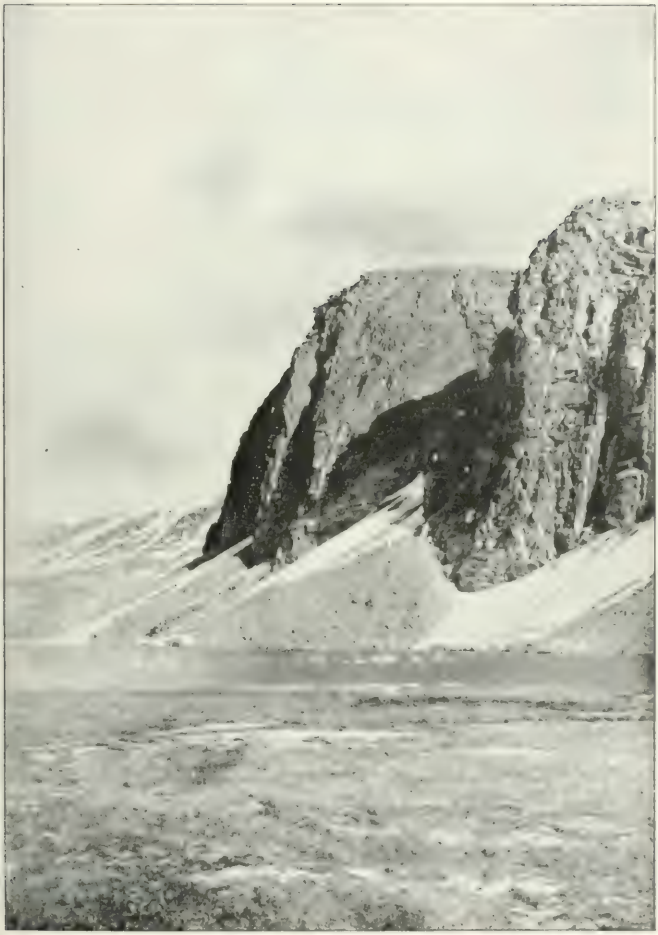
View looking [illegible] across White Alp on Wahleach River, looking South.

G. Publ. 1888 Mount Alwyn, Yukon River.

View on Whelton River Valley, from Summit

New Ridge looking W. and S. from Lot 11, Con. 1, Wollaston Township.

New River from Lake Side, looking North



Lake in Shigar Tributary, Upper Basin.

Takhini River from Near Post L, looking South.

Packing it Down Into Rock Bottom.

N. W. M. P. Post at Dalton House

Crossing Alsek River by Dog Team

Mountains West of Kaskawulsh.

The Maine Hotel, Lake Wabis

Happy Valley. Photo by A. Saint Cyr.

Dry bed of old River in the Happy Valley Photo by A. Saint Cyr.

One Mile West of Morin Mt., looking West. Photo by A. Saint Cyr.

Foot of White Range, facing West. Photo by A. Saint Cyr.

FOOT OF RED RIDGE, FACING EAST, POST 51. Photo by A. Saint Cyr.

Boundary Line, 120 feet West of Post 36, looking West Photo by A. Saint Cyr.

BOUNDARY LINE, 810 FEET WEST OF POST 56, LOOKING WEST. Photo by A. Saint Cyr.

LIST OF PLATES ACCOMPANYING REPORT OF J. W. TYRRELL, D.L.S.

No.		Page.
1	Members of Expedition at Chipewyan	200
2	Old Fort Resolution	210
3	Scenery Rapid, Lockhart River	211
4	Lower Drop of Perry Falls	211
5	An Easy Spring Rush, Kipling Lake	212
6	Launch at Crossing of Snowdrift-Lewin River	212
7	La Loche Hudson's Bay Company's Post	213
8	Hauling Launch at Heather Creek	213
9	Fort McKay, Athabasca River	214
10	Fort Chipewyan	214
11	Slave River, North from Fort Smith	215
12	Fort Resolution, Great Slave Lake	216
13	Hudson's Bay Company's Dwelling, Fort Resolution	216
14	Interior Roman Catholic Church, Fort Resolution	217
15	Sloop constructed at Fort Resolution for expedition	217
16	Ice pressure on Great Slave Lake	218
17	Hauling Launch at Big Point, Great Slave Lake	219
18	Camp 31 Mile	219
19	Sheet of Swallow Islands, Great Slave Lake	220
20	Pelican Portage, landing Great Slave Lake	221
21	Glacier across Charlton Harbour	222
22	Deer Tracks at Fort Resolution	223
23	Old Fort	224
24	Perry Falls, from West Bank	225
25	White Spruce Timber, Hart Lake, Pike's Portage	226
26	Camp on West Shore Artillery Lake	227
27	Camp 16 Log Work, on East Shore Artillery Lake	228
28	South End Crystal Island, Artillery Lake	229
29	A Typical Muskeg Creek, Artillery Lake	230
30	Cache and Provisions, Artillery Lake	231
31	Difficult Canoe Navigation	232
32	Camp at Height of Land	233
33	Stony Lake, near Camp at Mouth Of Hart	234
34	Rock Mush Ox, Stony Lake	235
35	Cache at Source of Hackett River	236
36	Hackett Canyon, Hackett River	237
37	Hackett Canyon, Hackett River	238
38	Hackett River, below Impassable Canyon	239
39	Rock Falls, Sixty Foot, Hackett River	240
40	Junction of Thelon and Hackett River	241
41	Sandstone Cliffs at Forks of Hackett and Thelon	242
42	Hackett on Thelon River	243
43	Canoe Sailing on Upper Thelon River	244
44	Rapids on Thelon River	245
45	Rapids in Keewatin on Thelon River	246
46	Inner Eskimo, Josephine Steenerson	247
47	Prospecting Boat Rapids on Upper Thelon	248
48	Launch in Sandy Shoal of Upper Thelon River	249
49	Portage Camp on Upper Thelon	250
50	View of Upper Thelon from Cairn Hill	251
51	Cairn Hill at Furthest Point on Upper Thelon River	252
52	J. W. Tyrrell on 60 Mile Tramp	253
53	J. W. Tyrrell in Camp on 60 Mile Tramp	254
54	South Extremity, Artillery Lake	255
55	Surf on Stony Island, Great Slave Lake	256
56	Wreckage on Stony Island, Great Slave Lake	257
57	Hauling up at Fort Resolution for Repairs	258
58	Working-up at Fort Brulé, Slave River	259
59	Cutting Wood for Ares on Slave River	260
60	Expedition Crossing Smith Portage	261
61	Dog Team and Carts all Arriving at Last-le-Biche	262

Members of Expedition at Cumberland. Photo

[illegible] Ravine, Looking Down the Mad River. Photo. by J. W. [illegible]

Photo. by A. W. Bennett

A Lake Scene, Rocky Mountains. Photo by A. Bryant.

Photo by J. W. Tyrrell

A Halt for Lunch at a Hunter's Camp

Photo. by J. W. Tyrrell

Fort McKay, Athabasca River.

Photo. by J. W. Tyrrell

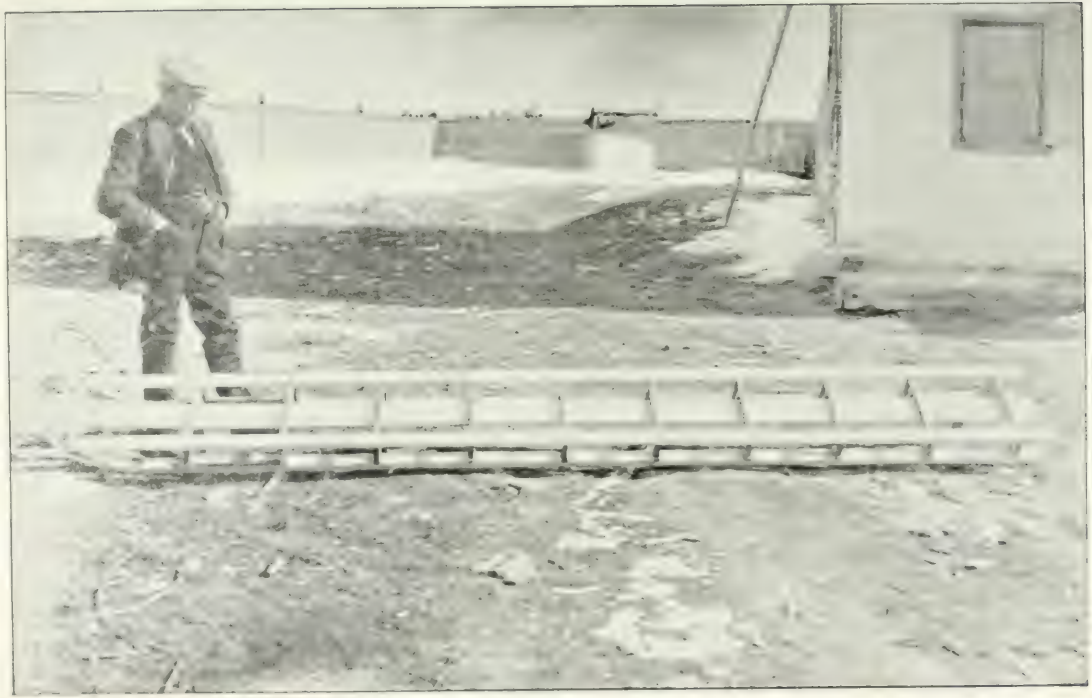
Fort Chipewyan. Photo. by J. W. Tyrrell

Photo. by J. W. Tyrrell

Fort Resolution, Great Slave Lake.

HUDSON'S BAY CO. DWELLING, FORT RESOLUTION.

Interior Roman Catholic Church, Fort Resolution. Photo by J. W. Tyrrell



Sleds constructed at Fort Resolution, for Expedition. Photo by J. W. Ferrell.

Photo. by J. W. Tyrrell

HALT FOR LUNCH AT BIG POINT, GREAT SLAVE LAKE. [illegible]

Camp 11 Miles Photo by J. W. Tyrrell

Shore at Swallow Islands Great Slave Lake

Photo by J. W. Tyrrell

Fig. 1. Portage Landing, Great Slave Lake, May 30th.

Deer Trails at Lone Rock Mountain [illegible]

Photo by J. W. Tyrrell

Pabbi Falls from West Bank, May 1886.

Photo by F. W. Terrell

White Spruce Timber, Reed Lake, Pine Portage.

Photo by J. W. Tyrrell.

Camp in Last Woods on East Shore, Artillery Lake. Photo. by J. W. Tyrrell

A Fishing Meeting Canoe, Nettilling Lake. Photo. by J. W. Tyrrell

Photo by J. W. Tyrrell

CAMP AT HEIGHT OF LAND Photo. by J. W. Tyrrell

95—iii—904

973

Stone Cairn on Summit of Mount Ossa Hills

Bull Musk Ox, Seton Lake, 1.30 A.M. Photo by J. W. Tyrrell

RAPIDS AT STATION 321, HANBURY RIVER. Photo by J. W. Tyrrell

Photo by J. W. Powell

Dickson Canyon, Humboldt River. Photo by J. W. Powell.

HANBURY RIVER, BELOW DICKSON CANYON. PHOTO. BY J. W. TYRRELL

Helen Falls, sixty feet, Hanging River. Photo by J. W. Tyrrell

Junction of Tyrrell and Hanbury Rivers. Photo. by J. W. Tyrrell

Sandstone Cliffs, at Forks of Hanbury and Tarlton

Eskimos on Thelon River.

Canoe Sailing on Upper Thelon River. Photo by J. W. Tyrrell

Eskimos on Point Barrow.

Photo. by F. W. Tyrrell

Eskimo in Kyacks on Thelon River. Photo by J. W. Tyrrell

Photo by J. W. Tyrrell

PORTAGING THEIR RAFT ON LITTLE THLEW

Photo. by J. W. Tyrrell

25 - III - 291

Farthest Camp on Upper Thelon, Aug. 1908

Photo by J. W. Tyrrell

VIEW ON UPPER THELON FROM CAIRN HILL. Photo. by J. W. Tyrrell

Chin Hill Attawapiskat River, Looking East. Photo. by J. W. Tyrrell

W. Tyrrell ... Photo by J. W. Tyrrell

J. W. Tyrrell as Canoeist on 100 Mile Team.

Photo. by J. W. Tyrrell

South extremity Athabasca Lake, Sept 1893. Photo by J. W. Tyrrell

SURF AT STONY ISLAND, OFFICE STATES LIFE SAVING SERVICE.

WRECK ON STONE ISLE, GREAT SLAVE LAKE.

Photo. by J. W. Tyrrell

Photo. by J. W. Tyrrell

Wooding up at Point Brulé, Slave River, Oct. 2nd.

Photo. by J. W. Tyrrell

Caribou Woods on Artesian Stream, Range 25.

Photo. by J. W. Tyrrell

PART IV.

ROCKY MOUNTAINS PARK

ROCKY MOUNTAINS PARK OF CANADA

REPORT OF THE SUPERINTENDENT.

SUPERINTENDENT'S OFFICE,
BANFF, July 31, 1901.

To the Honourable CLIFFORD SIFTON,
Minister of the Interior,
Ottawa.

SIR,—I have the honour to report on the works of construction and other matters of interest connected with the Rocky Mountains park from July 1, 1900, to June 30, 1901.

The work during the past year has been mainly of a routine nature under established conditions, which differ little from previous years, and consist chiefly in the construction and maintenance of roads and bridges.

The most important work done during the year was the construction of a new road, about one and a half miles in length, between Banff and Anthracite. The old tote road that had formerly been in use was one of the most dangerous drives in the park, and to avoid this the new road was projected. It is one of the best pieces of road building in the park, and makes the travel comparatively easy, besides bringing into view many picturesque objects that could not be seen from the old road.

The design of this road requires it to connect with the high road on the table land lying between the Bow and Cascade rivers, and will continue along this table land, which stands at an elevation of from 400 to 500 feet above the Bow, and will make the drive probably the most attractive in the park. It will give access to many interesting points, among others, 'The Hoodoos' or natural monuments, which curious formations at present cannot be approached and can only be examined from the further side of the Bow river.

This road will ultimately connect with the Loop road which at present skirts Rundle mountain, and the whole, when completed, will afford a succession of panoramic views over a distance of some fifteen miles, the beauties of which it would be impossible to describe. To make the circuit complete, a bridge will be required on the Lower Bow, at a site, however, which will involve a very moderate cost, the river being narrow and shallow.

The road leading out of Anthracite towards Canmore, known as the old tote road, was improved by decreasing grades, straightening curves and erecting guard rails along precipitous hillsides. About eight miles of the road is within the park limits, and it is intended next year to further improve this portion of the road.

High water carried away the centre pier of the small bridge over Stony creek during the month of June. This was promptly repaired without any interruption to traffic.

Quantities of small brushwood have sprung up alongside of the roads, encroaching gradually on the travelled part and interfering with the traffic, besides being a disfigurement to the appearance of the highway. The removal of this constitutes part of the work of repairs. Most of the roads in the park have been in use for about twelve years, and each year calls for additional repairs. The culverts and smaller bridges built of such timber as this section of the mountains affords cannot be

expected to last more than ten or twelve years, consequently the annual repairs are becoming more necessary, with frequent and careful inspections to guard against accidents.

THE FLOODS.

The rivers in the park this season did not attain to more than normal height, and consequently no damage was done of any account ; any damage to the roads from this cause was of minor character and requires no special mention.

FIRES.

No extensive fires occurred within the park. The spring was late, and the frequent showers of snow and rain prevented the possibility of any large fires. Two or three small local fires were started, but were discovered in time to be extinguished before they had a chance to spread.

HAY CROP.

Notwithstanding the superabundance of irrigation the hay meadows in the park received this year, the crop was unusually good. The only drawback was the limited time which the high water allowed for harvesting, and which prevented the whole crop from being saved. This hay crop appears to be thoroughly reliable, no matter how the season affects the crop in other places. The natural irrigation on the Bow river flats can always be depended on, at least that is the experience for the last ten years. In spite of the contention that the annual cutting of the hay would exhaust the crop, the contrary appears to be the effect. After reserving what was required for the buffalo and other animals in the park, the balance was put up to tender, and given to the highest bidder.

BUFFALO AND OTHER ANIMALS.

The buffalo continue to thrive and do well, and the increase has been most satisfactory. The herd now numbers thirty head, being an increase during three years of fifteen, and a loss of one, which was killed during the winter while fighting with several of the younger bulls.

The elk are also doing well, although there is no increase as yet.

The antelope, which were procured a year ago, did not do well, and although every care was given them they all died during the winter. In my opinion they were captured too young ; they never seemed to recover from the shock of shipping them in. It is my intention to try and secure some old ones during the coming winter.

Thirteen head of Angora goats were added to the collection during last winter. They are very beautiful little animals, and four little kids, the increase this year, are very much admired by the visitors. They will, no doubt, do well here and increase rapidly.

Four young moose were also procured during the year, and in time will be a still further source of interest to visitors. It is hoped during the present year to add considerably to our present collection, and eventually to have a zoological museum in keeping with the National Park of Canada. The situation is beyond doubt an ideal one, and can be made large enough to maintain any number during the summer, while hay can be cut near by for winter feeding at small cost. The total number of animals in the enclosure now, is as follows :—Buffalo, 30 ; elk, 5 ; moose, 4 ; Angora goats, 17. Total, 56 head. These animals prove a never-failing source of interest to visitors to the park. The caretaker, who keeps a register, reports that 2,300 persons were through the gates during the year, and in one day recently 85 people were in the inclosure. I am fully convinced that the cost of looking after and maintaining these animals, as

well as any additional money that may be spent in procuring other animals, will prove a valuable and permanent investment to the Dominion annually.

THE SPRINGS.

The reputation of the sulphur springs continues to increase from year to year, as their beneficial and curative properties become more widely known and recognized.

It will be necessary to make an addition to the present buildings at the Cave and Basin baths before another season, as during the months of July and August, this year, the accommodation was not nearly sufficient for the number of bathers.

The question of improving the middle springs is also a matter for consideration in the near future.

MUSEUM.

The museum continues to be a source of attraction to visitors, 2,300 persons having resorted there during the season, a considerable increase over former years.

The exhibits lack a good deal of being as complete as they should be, in the matter of geological, botanical, and other specimens of the natural productions of the mountains, the lack of which is very much felt by scientific men and other persons visiting the park, whose time is limited, but who are desirous of obtaining all the information possible on these subjects during their short stay.

The museum should have a reference library attached, with maps and plans for easy reference.

Specimens of the mineral productions of the mountains, classified, labelled and catalogued, would enable persons who take an interest in these things to make the park their headquarters when exploring the mountains in every direction.

The ancient glacial action, as indicated in the several valleys of the park, was a matter of great interest to several gentlemen who made a short visit here last summer, and who expressed their intention of returning this year to resume their observations on these interesting problems. They felt the want, however, of books and maps that are already published of the geology of the mountains, but to which they had not means of access.

VISITORS.

It is highly satisfactory to observe the increase in the number of visitors from year to year.

It is noticeable that many of these repeat their visit annually and bring many others with them to enjoy what they describe as the finest scenery and the most healthful atmosphere they have ever experienced.

The aggregate number of visitors to the park from July 1, 1900, to June 30, 1901, was 8,156.

To determine whether or not the park is becoming more travelled and fulfilling gradually the mission for which it was created, namely as a health and pleasure resort for the benefit and enjoyment of the people, the following comparison of the totals is made from the records for the last five years: 1897, 5,087; 1898, 5,537; 1899, 7,387; 1900, for ten months, 6,533; 1901, 8,156.

The gradually extending knowledge of the park is thus illustrated from year to year by the number of persons from all parts of the world who visit it, and there is no reason to doubt its increasing popularity as a resort for health and pleasure. To hold out and create greater inducements towards the development of this annual influx of visitors should be a primary object, and with this view all the attractions that the park is capable of should be brought out and developed.

In the National Park, in its northern situation, its bracing air, its fine water, its varied scenery, there is every gradation of rustic beauty, beautiful rivers and lakes,

towering mountains and broad valleys, surrounded by the virgin forests, beautiful beyond description. There is not in all the mountains a single dangerous animal, reptile or poisonous insect ; one may sleep in perfect security and safety under his blankets anywhere.

It is variously estimated by those best qualified to judge that at a very conservative estimate not less than half a million dollars was expended in the park by visitors during the past season.

FUTURE REQUIREMENTS.

At the heads of the several smaller streams falling into the Bow river, and on the Bow itself, many small lakes are found well stocked with fish, and the surrounding country abounds with game of various sorts.

In my last annual report I referred to this matter, and suggested the extension of the bridle roads through the several passes leading up from the Bow valley. I am aware this could not be done under the present Park Act, and that the annual appropriation for works in the park must be expended within the limits laid down therein.

These bridle roads, however, are of such importance to the park, and their necessity is so generally remarked upon by tourists, sportsmen and others coming here, that it is suggested that the bounds of the park should be extended to take in the watershed of the Bow river.

This extension of the limits of the park does not necessarily involve any additional expense or outlay further than is required to make these bridle roads passable for pack horses. The extension of the limits would be simply to create a reservation or preserve for game, to be controlled by the park management.

The benefit of and the necessity for extensive park reservations in the country are becoming generally admitted. The provinces of Ontario and Quebec have now each very extensive tracts reserved for the protection and propagation of game, fish, &c., and these reservations far exceed in area the National Park of Canada.

The customary meteorological tables are appended.

I have the honour to be, sir,
Your obedient servant,

HOWARD DOUGLAS,

Superintendent.

CANADIAN PACIFIC HOTEL, BANFF.

NUMBER of Visitors from July 1, 1900, to June 30, 1901.

Where from.	No.	Where from.	No.
United States	1,886	Germany	6
Canada	807	Italy	5
England	282	Switzerland	5
Australia	61	Philippines	5
Hawaiian Islands	40	Sweden	4
China	36	Bermuda	3
Japan	28	South Africa	3
Scotland	20	Island Man	1
New Zealand	19	Holland	1
India	12	Egypt	1
France	12		
Ireland	8	Total	3,244
Russia	8		

SANITARIUM HOTEL.

NUMBER of Visitors from July 1, 1900, to June 30, 1901.

Where from	No.	Where from.	No.
Canada	1,790	South Africa	3
United States	201	Sweden	2
England	45	Cape Colony	2
China	11	Channel Islands	2
Australia	9	Mexico	2
Scotland	7	South America	1
France	7	Ceylon	1
New Zealand	7	Cochin China	2
Japan	5		
India	4	Total	2,104
Germany	3		

GRAND VIEW HOTEL.

NUMBER of Visitors from July 1, 1900, to June 30, 1901.

Where from.	No.	Where from.	No.
Canada	306	England	1
United States	43	South Africa	1
China	3		
Hawaiian Islands	2	Total	357
Scotland	1		

BEATTIE'S HOTEL.

NUMBER of Visitors from July 1, 1900, to June 30, 1901.

Where from.	No.	Where from.	No.
Canada	432	England	1
United States	14	South Africa	1
Hawaiian Islands	2		
Ireland	1	Total	451

NUMBER of Visitors to the Rocky Mountains Park, from July 1, 1900, to June 30, 1901.

Where located.	No.	Where located.	No.
Canadian Pacific Hotel	3,244	Summer visitors residing in cottages and boarding houses	500
Sanitarium	2,104	Excursion from Calgary, etc	1,500
Beattie House	451		
Grand View Hotel	357	Total	8,156

MUSEUM.

NUMBER of Visitors from July 1, 1900, to June 30, 1901.

Where from.	Number.	Where from.	Number.
Canada	1,417	Switzerland	4
United States	575	South Africa	2
England	148	Sweden	2
Australia	39	Hungary	2
Hawaiian Islands	21	Philippines	1
Scotland	18	Germany	1
Japan	18	Russia	1
Ireland	12	West Africa	1
China	9	Ceylon	1
New Zealand	9		
India	6	Total	2,291
France	4		

CARETAKER of the Cave and Basin's Annual Report, showing Number and Nationality of Visitors from July 1, 1900, to June 30, 1901.

Where from.	Number.	Where from.	Number.
Canada	1,565	Honolulu	30
England	205	China	25
Scotland	35	Japan	19
Ireland	15	Germany	12
Australia	30	Switzerland	7
New South Wales	15	Italy	3
New Zealand	20	Austria	3
Queensland	10	France	10
Newfoundland	3	Sweden	20
South Africa	8		
India	21	Total	2,891
United States	835		

D. D. GALLETLY,
Caretaker Cave and Basin.

ROCKY MOUNTAINS PARK.

MAXIMUM and Minimum Temperatures and the General State of the Weather between July 1, 1900, and June 30, 1901.

Date.	Thermometer Readings. Maximum. 6 a.m.	Maximum. 6 p.m.	Minimum. 6 a.m.	Minimum. 6 p.m.	Weather.
1900.					
July 1....	47·7	55·3	37·0	39·8	Cloudy, rain.
" 2....	47·0	56·0	38·8	39·0	"
" 3....	52·6	55·1	40·9	41·6	Cloudy, rain, hail and thunder.
" 4....	52·7	65·2	32·2	31·8	Fair, light rain.
" 5....	61·1	61·1	47·0	48·5	Fair.
" 6....	55·5	62·6	44·8	44·2	Cloudy.
" 7....	59·3	68·4	41·8	42·8	"
" 8....	67·4	69·4	40·3	41·2	Fair, rain, thunder.
" 9....	59·5	67·4	44·7	45·8	Fair.
" 10....	65·6	77·4	37·2	38·2	Fair, perfect day.
" 11....	75·6	77·0	44·8	45·8	" "
" 12....	73·0	57·7	41·2	41·2	Cloudy, rain, heavy thunder.
" 13....	52·7	65·7	45·2	45·5	Fair.
" 14....	62·8	70·9	33·9	34·5	"
" 15....	67·8	67·4	41·5	42·0	Fair, light rain.
" 16....	63·6	71·9	38·7	39·8	Cloudy, rain, thunder.
" 17....	54·8	57·9	43·0	43·8	Cloudy, rain.
" 18....	49·2	66·2	36·2	36·8	Fair.
" 19....	56·9	67·9	36·8	38·0	Fair, very light rain.
" 20....	66·9	76·4	39·7	41·0	Fair, perfect day.
" 21....	72·0	71·1	45·0	46·0	" "
" 22....	67·8	77·0	44·5	45·2	" "
" 23....	74·8	84·7	45·8	47·2	" "
" 24....	78·6	83·4	42·9	43·5	Fair, rain, thunder and lightning, very squally wind.
" 25....	77·6	71·5	46·4	47·0	Cloudy, thunderstorm.
" 26....	68·8	65·7	48·8	49·5	Cloudy, rain, thunder.
" 27....	57·4	64·5	46·8	47·2	Cloudy, rain.
" 28....	61·6	71·4	39·3	40·5	Fair.
" 29....	67·0	75·2	50·1	55·0	Fair, perfect day.
" 30....	73·0	77·4	39·0	42·5	" "
" 31....	75·7	83·7	41·1	42·5	" "
Aug. 1....	82·4	80·4	49·8	58·1	Fair, thunderstorm.
" 2....	76·1	55·3	44·1	44·8	Cloudy, light rain, very squally wind.
" 3....	52·2	55·8	46·2	47·0	Cloudy, rain.
" 4....	52·6	55·3	39·8	40·5	"
" 5....	52·5	63·4	36·7	37·3	Fair.
" 6....	58·8	57·4	39·2	39·8	"
" 7....	55·7	63·5	31·2	31·0	Fair, light rain, thunder.
" 8....	55·2	64·9	30·2	30·2	Fair, rain.
" 9....	52·2	46·0	44·8	42·8	Cloudy, rain.
" 10....	44·8	53·7	39·8	39·4	"
" 11....	53·7	56·1	43·5	43·0	"
" 12....	53·2	65·3	46·0	45·8	Fair.
" 13....	62·8	64·4	40·0	40·5	Fair, light rain.
" 14....	63·6	70·4	39·3	39·8	Fair.
" 15....	69·6	71·5	38·2	38·1	Fair, light rain.
" 16....	65·5	54·9	41·7	42·0	Cloudy, rain.
" 17....	54·0	58·1	42·3	42·5	Cloudy, very light rain.
" 18....	52·3	62·7	47·2	47·8	Cloudy, light rain.
" 19....	58·6	66·4	43·2	42·8	Fair.
" 20....	62·6	72·0	37·0	37·0	Fair.
" 21....	68·4	64·0	37·2	37·5	Fair, light rain.
" 22....	50·2	63·4	38·2	38·2	Fair.
" 23....	59·9	60·4	49·8	50·0	Cloudy, rain.
" 24....	55·9	60·5	47·6	47·8	Fair, light rain.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1909.					
Aug. 25	55·8	43·0	43·8	33·2	Cloudy, rain and snow storms.
26	33·6	51·9	28·5	28·7	Fair.
27	50·4	62·3	33·6	33·—	"
28	54·7	54·9	36·7	36·8	Cloudy, rain.
29	51·9	62·4	35·8	35·—	Fair.
30	59·8	63·8	34·5	34·2	Fair, rain.
" 31	54·5	56·7	44·8	44·8	"
Sept. 1	47·7	58·9	32·5	32·6	Fair.
2	51·7	66·2	34·1	34·4	"
3	61·6	57·6	43·0	43·—	Cloudy, rain.
" 4	47·7	46·1	38·2	37·4	Cloudy.
" 5	45·7	64·9	39·0	38·7	Fair, perfect day.
" 6	59·7	69·2	33·2	32·9	"
" 7	65·4	59·3	35·5	35·4	Cloudy, squally wind.
" 8	53·5	54·5	45·5	44·8	Cloudy, very light rain.
" 9	50·9	59·2	43·7	43·7	Fair, very light rain.
" 10	58·4	64·0	43·2	42·8	Fair, perfect day.
" 11	60·6	70·3	32·0	33·5	"
" 12	65·6	61·3	36·5	37·5	"
" 13	57·8	55·1	31·8	32·0	Fair, very light rain.
" 14	47·7	37·2	35·7	34·8	Cloudy, rain and snow.
" 15	34·9	42·2	33·0	32·2	Cloudy.
" 16	38·5	47·2	29·5	29·9	Cloudy, light rain.
" 17	42·9	53·7	38·6	38·7	Fair.
" 18	50·8	62·4	29·2	29·8	Fair, perfect day.
" 19	54·8	60·9	31·8	31·6	"
" 20	54·7	58·4	30·3	29·6	Fair.
" 21	55·7	56·3	45·2	45·0	Fair, rain.
" 22	53·7	55·2	46·0	45·7	Cloudy, rain.
" 23	48·7	41·7	39·8	38·2	Cloudy, rain and snow flurries.
" 24	38·5	36·5	33·2	32·5	Cloudy, snow flurries, thin ice on still water.
" 25	34·4	41·1	19·5	19·2	Fair, perfect day, thin ice on still water.
" 26	32·6	48·5	17·5	17·2	Fair, perfect day.
" 27	44·8	55·9	29·2	29·2	Cloudy.
" 28	52·3	53·4	36·1	37·5	"
" 29	48·9	39·6	31·1	31·0	Fair, snow flurries with a 12 hail.
" 30	35·7	38·0	28·5	28·1	Fair, snow flurries and light snow.
Oct. 1	34·4	32·2	25·6	25·0	Cloudy, snow flurries and light snow.
" 2	29·9	33·4	28·5	22·7	Cloudy, [illegible] ground 10 [illegible]
" 3	30·8	28·8	20·6	20·7	Cloudy, snow flurries, [illegible]
" 4	27·8	37·8	22·4	21·9	Fair, light rain and snow during night.
" 5	33·0	32·8	24·6	25·0	Cloudy, snow, 5 inches in [illegible]
" 6	29·5	39·2	15·2	14·8	Fair.
" 7	35·8	46·2	24·8	24·1	"
" 8	42·9	52·0	32·7	30·3	"
" 9	48·0	54·7	34·2	40·8	Fair, rain.
" 10	44·7	47·2	31·8	30·8	Fair.
" 11	43·7	48·8	30·8	30·1	Cloudy.
" 12	46·9	50·6	43·1	43·2	Fair.
" 13	48·0	52·3	35·3	35·5	Cloudy.
" 14	47·9	52·6	43·0	41·8	Fair, light rain.
" 15	47·7	56·2	31·5	31·8	Fair.
" 16	52·1	59·0	43·2	43·0	"
" 17	55·9	56·0	33·0	31·7	"
" 18	56·8	59·4	39·3	39·1	Fair, light rain.
" 19	48·7	45·6	40·2	36·5	Cloudy, rain.
" 20	37·0	42·8	35·0	34·1	Cloudy, snow flurries, light snow and sleet.
" 21	40·0	42·8	35·5	34·7	Cloudy, rain.
" 22	42·0	36·9	32·5	31·0	Cloudy, light snow and sleet.
" 23	31·0	34·2	24·5	25·4	Cloudy, light snow.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1900.	°	°	°	°	
Oct. 24....	31·0	36·7	28·2	27·4	Cloudy,
" 25....	34·6	33·7	32·8	31·2	Cloudy, snow and light rain; large flock of grosbeaks about.
" 26....	31·6	36·0	29·0	28·1	Fair.
" 27....	29·8	35·0	15·5	14·3	Fair, skating on ponds.
" 28....	27·0	39·5	25·0	25·0	Fair.
" 29....	33·7	37·0	23·6	22·8	"
" 30....	31·8	35·8	25·6	24·4	Cloudy.
" 31....	32·8	39·0	30·8	30·2	Fair.
Nov. 1....	34·9	37·1	30·5	29·8	"
" 2....	29·8	35·8	22·8	23·5	Cloudy, snow flurries; Bow River partly frozen over.
" 3....	32·6	35·8	32·0	30·3	Fair, squally wind.
" 4....	31·8	35·2	29·8	28·7	Fair, perfect day.
" 5....	32·8	35·9	21·0	22·5	Fair.
" 6....	33·5	41·6	31·2	31·2	Cloudy.
" 7....	40·0	43·8	31·0	29·5	Fair, perfect day.
" 8....	40·8	46·1	30·8	35·0	Cloudy, light rain, soft hail.
" 9....	38·7	33·3	27·8	23·0	Fair, perfect day.
" 10....	26·2	36·0	14·7	13·9	" "
" 11....	33·3	42·2	18·5	17·5	" "
" 12....	38·0	47·2	27·1	35·2	Cloudy, light rain.
" 13....	35·6	41·8	21·8	20·2	Fair, perfect day.
" 14....	40·0	27·6	28·8	19·2	Cloudy, snow flurries.
" 15....	19·8	13·1	12·5	9·6	Cloudy, light snow.
" 16....	10·2	3·0	3·2	— 4·0	Cloudy, snow; Bow River frozen over to boat house.
" 17....	— 3·2	— 5·0	— 9·2	10·0	Cloudy, snow; first sleighing.
" 18....	— 9·2	—10·8	14·8	—18·6	Fair, snow flurries.
" 19....	—10·5	— 8·2	—14·3	—14·7	Fair.
" 20....	—12·4	— 6·8	—30·6	—32·4	"
" 21....	—11·2	2·6	—16·5	—13·2	Cloudy, light snow.
" 22....	— 3·0	— 1·5	—12·7	— 8·1	Cloudy, very light snow.
" 23....	0·2	30·2	— 8·2	0·0	Cloudy, light snow and sleet; chinook.
" 24....	27·8	34·6	26·0	26·5	" " " chinook wind,
" 25....	31·8	41·8	30·6	31·0	Cloudy, light snow.
" 26....	37·5	37·1	32·5	30·6	Fair.
" 27....	32·8	34·7	29·2	29·5	Cloudy.
" 28....	32·8	39·0	27·2	27·8	Fair.
" 29....	34·5	37·2	31·2	29·6	Cloudy, snow flurries.
" 30....	39·0	42·0	34·3	34·0	Cloudy, light rain; Bow River ice breaking up.
Dec. 1....	39·7	36·2	32·0	30·5	Fair, perfect day.
" 2....	31·0	35·7	23·9	26·0	Cloudy.
" 3....	34·6	33·3	26·0	23·8	Fair.
" 4....	29·0	37·7	18·5	21·2	Cloudy, light snow and soft hail.
" 5....	35·8	42·8	34·0	35·5	Cloudy, light rain.
" 6....	43·0	42·9	35·9	36·2	Cloudy.
" 7....	42·2	44·3	37·7	38·0	Fair.
" 8....	44·0	19·3	20·0	14·0	Cloudy, snow flurries.
" 9....	15·2	28·9	12·1	14·0	Fair.
" 10....	24·5	24·0	13·2	11·4	"
" 11....	23·2	29·8	18·2	21·0	Fair, very squally wind.
" 12....	29·6	29·8	25·5	24·4	Cloudy. Lake Minnewanka free of ice.
" 13....	31·5	36·0	28·0	31·5	Cloudy.
" 14....	33·2	36·1	28·1	27·9	Fair.
" 15....	36·0	38·1	31·1	32·0	"
" 16....	35·0	39·8	31·8	32·2	Cloudy, light snow.
" 17....	33·5	33·9	29·8	29·0	Fair, snow flurries.
" 18....	29·5	32·0	21·8	24·2	Fair.
" 19....	30·0	39·9	27·9	27·6	Cloudy.
" 20....	36·8	36·0	31·6	32·0	Cloudy, rain and snow.
" 21....	34·8	38·3	32·5	31·8	Fair.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1900.					
Dec. 22	31·8	24·9	21·2	17·6	Fair, perfect day.
" 23	17·8	23·7	5·8	7·0	Cloudy.
" 24	23·0	31·3	19·8	20·5	Cloudy, snow flurries.
" 25	30·4	28·0	22·2	24·2	Cloudy.
" 26	27·2	26·9	20·0	18·9	Cloudy, snow flurries.
" 27	24·8	22·2	6·2	4·8	Fair.
" 28	18·0	25·1	11·4	16·0	Cloudy, very squally wind, light snow.
" 29	24·1	24·1	18·8	8·4	Fair.
" 30	8·8	3·0	16·1	18·4	"
" 31	— 0·3	2·7	11·0	—12·3	" ice on Bow River about 10 inches
1901.					
Jan. 1	— 0·2	5·9	— 8·5	— 6·6	Cloudy, snow flurries, light snow.
" 2	2·5	— 7·3	— 7·6	—12·6	" light snow, squally wind.
" 3	—12·0	14·0	—19·4	—20·9	Fair, light snow, squally wind.
" 4	—14·7	11·1	—18·3	—19·2	Cloudy, snow.
" 5	—13·5	15·0	—20·1	—13·2	Fair, squally wind.
" 6	8·5	8·6	—10·6	— 8·3	Cloudy, light snow, very squally wind.
" 7	1·8	2·1	—12·5	—10·2	Fair.
" 8	—10·0	4·9	—18·6	—15·3	" light snow; shooting gusts
" 9	—11·0	8·2	—17·2	—15·5	"
" 10	6·0	15·2	—10·0	— 5·9	Cloudy, squally wind.
" 11	15·2	23·2	12·1	12·7	" snow flurries.
" 12	24·5	32·2	22·3	24·5	" snow.
" 13	35·2	37·9	30·4	31·8	" light snow.
" 14	35·6	32·5	29·8	28·3	"
" 15	29·6	24·3	21·2	20·8	"
" 16	23·8	33·4	21·7	25·5	" very squally wind
" 17	30·8	36·2	21·9	20·2	Fair, perfect day
" 18	28·3	25·2	20·5	18·8	" squally wind
" 19	26·0	34·2	20·8	21·7	"
" 20	33·5	30·8	26·0	25·0	" perfect day.
" 21	29·6	26·8	7·2	6·8	"
" 22	23·8	29·2	11·4	14·4	Cloudy, snow flurries.
" 23	25·8	24·3	6·8	4·0	"
" 24	26·0	33·7	20·2	21·4	Fair.
" 25	30·8	26·2	26·0	22·8	Cloudy.
" 26	23·2	27·5	19·0	17·9	"
" 27	28·0	36·5	24·9	27·5	" squally wind, light snow.
" 28	34·5	33·0	30·0	28·0	" light snow.
" 29	29·5	22·0	9·7	9·2	Fair.
" 30	13·4	21·1	1·0	2·7	Cloudy.
" 31	19·6	20·3	3·5	2·7	Fair; ice on Bow River about 20 inches.
Feb. 1	19·0	25·8	10·5	10·4	Cloudy.
" 2	23·8	21·8	10·9	8·9	" light snow.
" 3	17·1	12·8	5·4	3·7	" snow flurries.
" 4	3·8	1·0	—12·7	—14·9	Fair.
" 5	4·6	16·2	—17·5	—19·0	"
" 6	11·6	24·0	— 7·7	— 8·6	"
" 7	22·6	19·9	17·0	13·2	Cloudy, light snow.
" 8	13·6	18·2	12·4	13·7	Fair.
" 9	18·0	19·5	0·4	1·2	Cloudy.
" 10	17·4	25·1	1·5	5·6	Fair.
" 11	24·4	32·9	21·3	18·8	Cloudy.
" 12	33·1	38·3	25·5	22·4	Fair, squally wind, snow.
" 13	36·9	39·0	25·8	24·3	Cloudy, squally wind.
" 14	37·6	40·0	33·8	35·2	Fair.
" 15	35·0	24·5	17·0	15·3	Cloudy, snow.
" 16	25·2	35·6	25·4	25·9	"

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1901.	°		°		
Feb. 17	27·8	16·9	11·0	9 1	Fair, snow.
" 18	9 5	11·0	0 1	— 2·2	" snow flurries.
" 19	2 8	5 2	—19·6	—21·6	" squally wind.
" 20	12 2	10 3	— 3·8	— 4 3	Cloudy.
" 21	0·9	8 9	—18 4	—20 4	Fair.
" 22	— 0·2	11 5	—23·6	—25·3	"
" 23	6 7	27·9	10 7	6 5	Cloudy, squally wind.
" 24	26·5	38 2	23·0	22 5	"
" 25	34 0	41 7	26·8	25·5	Fair.
" 26	37 5	39 9	28·2	27 8	Cloudy.
" 27	36 0	43 6	33·0	34 5	Fair.
" 28	42·2	44·9	40·5	38·5	Cloudy, rain, ice on Bow River, 24 inches.
Mar. 1	38 9	44·0	34 5	33 7	Fair.
" 2	37 8	30 8	29·0	23 9	Cloudy, snow flurries squally wind.
" 3	24 6	18 4	16·2	6 9	Cloudy, snow.
" 4	6 8	18 1	—17·5	—19 2	Fair, perfect day.
" 5	14·9	34 8	1·0	2 5	Fair.
" 6	31 6	38 1	12·8	12 2	Fair, ice on Bow River, 28 inches.
" 7	33·8	39 1	20·5	19·6	Cloudy.
" 8	35·8	31·2	27·5	26 2	Cloudy, light snow.
" 9	28 2	35 0	7·2	6 8	Fair.
" 10	30 2	36 2	10·0	11 0	Fair, sleet
" 11	31 2	32 0	16 8	17·8	Fair, light snow.
" 12	27 8	32 2	10·0	9·8	Fair.
" 13	31 0	38 0	19·2	19 5	"
" 14	34 2	44 0	29·8	29 2	Fair, perfect day.
" 15	42 2	45 8	33·0	33 0	" "
" 16	43·5	49·5	23·8	23 0	" "
" 17	45 0	47 2	32 0	31 2	Fair, snow flurries.
" 18	33 0	38 5	27·8	28·0	Fair, perfect day.
" 19	34 0	42·2	15·0	14 0	" "
" 20	39 2	44·2	27·5	34 0	Fair.
" 21	40 5	42 0	28·0	28 0	Fair, snow.
" 22	36·0	39 2	12·8	12 0	Cloudy.
" 23	37 7	36 6	28·2	28 5	Cloudy, snow.
" 24	31 6	39 3	21 7	21 2	Fair.
" 25	34 1	39 8	26·2	25 8	"
" 26	34 6	38 4	14·5	13 8	"
" 27	34 8	38 3	13·8	13 0	Fair, sleighing over.
" 28	31 6	38 2	8·1	8 8	Fair.
" 29	34 4	40 5	15 9	16 5	"
" 30	35 5	36 1	11 0	10 2	"
" 31	33·6	38·0	23·2	22 9	Fair, Mt. bluebirds, finches, poplars budding, ice on Bow River, 19 inches.
April 1	32·6	36·9	20 5	22 0	Cloudy, snow flurries, waxwings.
" 2	32 8	33 8	25·1	25 5	Cloudy, snow.
" 3	28 8	33 8	20·9	21 0	Cloudy, light snow, juncos about.
" 4	29 5	33 9	4·2	3 9	Cloudy.
" 5	31 6	37 8	21·7	21 9	Cloudy, light snow.
" 6	30 9	33 0	21·0	22 5	Cloudy.
" 7	29 5	38 4	14 3	15 5	Fair, perfect day.
" 8	37 5	46 4	9·8	10 8	Fair, perfect day, anemones in flower.
" 9	43 8	49 7	18·3	18 8	Fair, perfect day, robins about.
" 10	46 0	51 6	23·6	24 8	Fair, Bow River open, perfect day.
" 11	49·5	52 3	43 2	43 5	Cloudy, light rain.
" 12	49 6	44 9	27 5	27 3	Fair, geese and duck flying N.E.
" 13	43 2	43 2	19 0	19 5	Fair.
" 14	38 9	35 7	23·8	23 8	Cloudy, snow flurries.

MAXIMUM and Minimum Temperatures, &c.—*Continued.*

Date	Thermometer Readings.				Weather
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1901.					
April 15....	33·6	36·1	20·3	20·7	Fair.
" 16....	31·8	45·8	16·0	19·6	"
" 17....	44·7	50·3	28·7	28·8	"
" 18....	44·7	47·0	26·9	26·9	Fair, grass becoming green.
" 19....	43·7	48·0	31·0	30·8	Cloudy.
" 20....	44·9	45·2	35·3	33·3	Cloudy, snowstorm.
" 21....	33·6	40·6	26·7	26·4	Cloudy.
" 22....	38·4	50·8	27·3	27·0	Fair.
" 23....	49·5	45·0	33·9	35·5	Cloudy, soft hail and snow.
" 24....	38·4	40·2	26·4	26·8	Fair.
" 25....	37·8	40·3	29·0	29·0	Cloudy.
" 26....	36·0	36·0	26·5	26·2	Cloudy, snow, purple finches.
" 27....	35·8	43·5	18·5	19·0	Fair.
" 28....	41·7	53·3	20·2	21·5	Fair, bees about, catkins on poplars.
" 29....	51·7	61·0	29·2	29·7	Cloudy, horse flies about.
" 30....	58·8	53·8	34·3	34·2	Cloudy, rain, mosquitoes about.
May 1....	53·5	67·1	35·8	35·8	Fair, butterflies, frogs piping.
" 2....	63·5	60·6	35·7	36·7	Fair, light rain, river rising, no snow on ground.
" 3....	52·9	49·6	38·9	38·3	Cloudy.
" 4....	48·8	58·9	26·5	26·8	Fair, light rain.
" 5....	48·2	52·9	31·1	32·8	Fair, warblers.
" 6....	49·9	56·1	32·8	32·6	Fair.
" 7....	54·9	56·8	28·2	29·8	Fair, light rain.
" 8....	47·6	45·2	30·2	35·9	Cloudy.
" 9....	40·2	43·8	27·4	27·7	Fair, snow flurries.
" 10....	39·8	52·4	21·3	22·2	Fair.
" 11....	50·5	62·7	27·2	29·9	"
" 12....	57·3	63·9	40·9	41·0	"
" 13....	61·5	63·0	43·2	45·2	"
" 14....	59·7	63·3	38·0	42·0	"
" 15....	61·5	64·8	32·8	38·5	Fair, tanagers about.
" 16....	59·6	65·7	44·3	50·3	Cloudy, Lake Minnewanka free of ice.
" 17....	55·3	52·4	40·8	40·9	Cloudy, rain.
" 18....	48·6	53·9	35·0	35·5	Fair, light rain.
" 19....	43·0	42·2	30·0	32·0	Cloudy, rain.
" 20....	42·1	56·8	33·5	35·0	Fair.
" 21....	53·7	47·2	31·5	38·5	Cloudy, rain.
" 22....	40·9	55·9	32·0	33·5	Cloudy, swallows about.
" 23....	51·8	52·3	41·2	41·2	Cloudy, rain, hummming birds.
" 24....	47·7	66·7	38·8	42·5	Fair.
" 25....	62·4	75·0	33·2	40·8	Fair, perfect day.
" 26....	72·6	77·9	36·0	42·5	" "
" 27....	74·7	79·4	38·0	42·8	Fair.
" 28....	75·8	70·4	44·0	48·7	"
" 29....	66·6	58·9	43·0	47·7	Cloudy, rain.
" 30....	53·6	49·4	38·9	39·5	Cloudy.
" 31....	48·4	60·4	32·5	34·8	"
June 1....	55·4	63·0	46·1	47·0	Cloudy, rain.
" 2....	59·8	62·0	41·9	42·8	Fair, rain.
" 3....	55·6	59·3	39·4	41·8	Cloudy, rain.
" 4....	46·9	40·5	30·0	30·5	Cloudy, light rain and snow.
" 5....	40·0	47·3	30·9	31·5	Fair, light rain.
" 6....	45·2	50·4	30·0	32·6	Cloudy, light rain and snow.
" 7....	42·7	47·4	32·3	33·3	Cloudy, snow.
" 8....	45·5	52·3	34·8	35·5	Cloudy, light rain and snow.
" 9....	48·5	50·9	37·5	37·6	Cloudy, rain.
" 10....	44·5	51·5	31·2	31·8	" "
" 11....	45·4	43·1	37·6	37·4	" "
" 12....	39·7	47·3	32·8	33·0	" "

MAXIMUM and Minimum Temperatures, &c.—*Concluded.*

Date.	Thermometer Readings.				Weather.
	Maximum.		Minimum.		
	6 a.m.	6 p.m.	6 a.m.	6 p.m.	
1901.					
June 13....	44·0	57·3	32·2	33·0	Fair, rain.
" 14....	55·2	53·4	37·9	38·8	Cloudy, rain.
" 15....	46·5	48·3	33·9	34·5	Fair.
" 16....	53·8	64·9	30·7	31·7	"
" 17....	62·9	71·0	33·8	34·2	Fair, perfect day.
" 18....	67·6	74·1	32·8	34·5	Fair.
" 19....	72·2	71·5	33·8	37·8	Fair, rain.
" 20....	70·6	69·4	45·8	48·8	Fair.
" 21....	64·6	66·4	45·2	46·7	Fair, rain.
" 22....	62·9	64·4	34·9	37·2	Fair, rain, hailstorm, thunder.
" 23....	60·8	50·7	39·7	39·7	Cloudy, rain.
" 24....	43·7	42·1	32·9	32·8	" "
" 25....	41·0	57·4	35·4	37·0	Fair.
" 26....	57·0	65·5	30·2	35·5	"
" 27....	61·0	59·4	47·4	47·8	Fair, light rain.
" 28....	52·9	61·3	37·6	40·0	Fair.
" 29....	55·7	54·9	39·9	40·0	Fair, rain.
" 30 ..	47·0	59·7	33·9	36·8	Fair, light rain.

NORMAN B. SANSON,
Observer.

LIST OF PLATES ACCOMPANYING ROCKY MOUNTAINS PARK REPORT

PLATE. PAGE.

I. Frontispiece—Lake Louise 1

II. Entrance Road 4

III. Mount Victoria and C.P.R. 8

IV. Lake Louise and C. P. R. Hotel, Banff 10

V. Bow Valley and Mount Cascade, Banff 16

VI. Rocky Mountain Park, Banff 20

Buffalo, Banff, Alta.

CASCADE MOUNTAIN, BANFF

Devil's Head Canyon, Bryce

25—iv 4

Indian Mountain Pass, Idaho

PART V.

NORTH-WEST REGISTRARS

NORTH-WEST REGISTRARS.

REPORT OF INSPECTOR OF LAND TITLES OFFICES.

REGINA, July 31, 1901.

JAS. A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to make the following report of the work done in the Land Titles Offices of the North-west Territories for the year ending June 30, 1901.

The total amount of fees received in all the offices was $28,230.96.

In 1899 and 1900 the total fees were $22,239.44.

An increase for this year of $5,993.52.

These fees were collected by the different offices as follows :—

Offices.	1900-1901	1899-1900	Increase.
Assiniboia Land Titles Office	$11,317 20	$ [illegible]	$3,096 [illegible]
North Alberta	6,791 [illegible]	[illegible]	1,[illegible]
South Alberta	5,[illegible]	[illegible]	1,[illegible]
East Saskatchewan	1,[illegible]	[illegible]	[illegible]
West Saskatchewan	[illegible]	[illegible]	[illegible]

The numbers of instruments registered and certificates issued were as follows :—

NUMBER OF INSTRUMENTS.

Offices.	Number of Instruments.		
	1900-1901.	1899-1900.	Increase.
Assiniboia Land Titles Office	[illegible]	[illegible]	[illegible]
North Alberta	[illegible]	[illegible]	[illegible]
South Alberta	1,[illegible]	[illegible]	[illegible]
East Saskatchewan	[illegible]	[illegible]	
West Saskatchewan	[illegible]	[illegible]	[illegible]

NUMBER OF CERTIFICATES.

Offices.	Number of Certificates Issued.		
	1900–1901.	1899–1900.	Increase.
Assiniboia Land Titles Office	2,650	2,415	235
North Alberta	1,351	1,174	177
South Alberta	1,164	881	283
East Saskatchewan "	...	369	...
West Saskatchewan "	9	43	Dec. 34

The work in all the offices has increased during the last year with the exception of the Battleford office.

During the last year I have inspected the land titles offices for north and south Alberta and west Saskatchewan, but I have not yet been able to give the registrars their annual vacation, but will do so at once.

Annexed hereto are the reports from the several registrars.

I am, sir, your obedient servant,

H. W. NEWLANDS,
Inspector, L.T.O.

RETURN showing the work done at and receipts of the office of the Registrar, West Saskatchewan Land Registration District, for the year ending June 30, 1901, with a comparative statement of the year previous.

Month.	Instruments Registd.		Free Certificates Issued.		Fees Collected.		Decrease.	Increase.
	1899–1900.	1900–1901.	1899–1900.	1900–1901.	1899–1900.	1900–1901.		
					$ cts.	$ cts.	$ cts.	$ cts.
July	19				74 50		74 50	
August	10		1		19 90		19 90	
September	1				15 51		15 51	
October	7				28 70		28 70	
November	2		2					
December	1	2			4 85	9 61	...	4 76
January	2	3	1			13 15		13 15
February	2	1			9 20	4 35	4 85	
March	8	8	2	8	13 31		13 31	
April	6	6	1	1	7 00	15 12		8 12
May	3	2			11 43	8 90	2 53	
June	1				4 75		4 75	
	62	22	10	9	189 15	51 13	164 05	26 03
Net decrease							138 02	

[1] Patent issued this on January, 1900, treated as instrument registered.

R. F. CHISHOLM,
Registrar.

STATEMENT of Receipts, &c., in the Land Titles Office, East Saskatchewan Land Registration District, for the Year ending June 30, 1901.

RECEIPTS.

1900		1901	
	$ cts.		$ cts.
July	165 30	January	113 30
August	131 30	February	187 30
September	129 40	March	105 40
October	95 75	April	125 70
November	77 40	May	158 45
December	145 25	June	180 10
	744 80		970 90
			744 80
			1,715 70

Increase over previous year, $304.15.

S. BREWSTER,
Registrar.

STATEMENT of Registration, &c., Land Titles Office for the Assiniboia Land Registration District, Regina.

Year and Month.	Number of Instruments.	Certificates Issued Free	Number of Certificates Issued	Assurance Fees	Land Fees
1900					
July	294	48	165	122 80	939 10
August	433	126	244	122 40	1,068 70
September	303	60	163	108 65	856 65
October	303	27	138	111 95	961 80
November	433	58	166	130 90	1,062 70
December	522	62	207	241 10	1,288 20
1901.					
January	427	22	168	178 10	1,220 80
February	390	24	155	160 70	1,305 80
March	569	76	242	196 90	1,341 90
April	529	151	278	164 70	1,158 40
May	647	182	320	180 00	1,402 40
June	524	125	340	264 70	1,797 40
	5,474	960	2,586	2,286 00	14,447 95

F. F. FORBES,
Deputy Registrar, A. I. R. D.

SOUTH ALBERTA LAND REGISTRATION DISTRICT, CALGARY.

COMPARATIVE Statement of Registrations, &c., in the Land Titles Office, South Alberta Land Registration District, for the years July 1, 1899, to June 30, 1900, and July 1, 1900, to June 30, 1901.

Year and Month.	Number of Instruments Registered.	Free Certificates Only.	Aggregate Number of Certificates.	Assurance Fees.	Total Fees.
1900-1901.					
1900.				$ cts.	$ cts.
July	125	31	90	40 05	363 65
August	115	38	99	47 35	363 70
September	125	44	100	67 29	377 29
October	87	2	58	62 25	375 55
November	123	31	84	41 20	370 60
December	114	23	70	34 80	354 50
1901.					
January	132	62	148	11 05	311 90
February	87	8	52	36 05	308 80
March	123	13	88	84 15	521 95
April	176	25	107	91 90	605 10
May	208	52	147	104 75	649 50
June	182	49	121	136 39	604 89
	1,597	378	1,164	787 53	5207 43
Irrigation plans	6				6 00

Year and Month.	Number of Instruments Registered.	Free Certificates Only.	Aggregate Number of Certificates.	Assurance Fees.	Total Fees.
1899-1900.					
1899.				$ cts.	$ cts.
July	108	18	67	35 30	373 60
August	69	14	45	30 70	236 85
September	90	2	56	43 20	360 85
October	142	51	104	30 75	366 30
November	98	6	46	50 40	369 85
December	61	5	35	33 00	214 55
1900.					
January	140	60	106	86 50	318 25
February	94	32	78	28 65	270 45
March	116	36	84	44 81	320 31
April	156	49	117	63 90	452 10
May	130	18	85	79 65	470 60
June	76	10	58	34 43	294 33
	1,280	301	881	561 29	4078 34
Irrigation Plans	6				6 00

W. ROLAND WINTER,
Registrar.

SESSIONAL PAPER No. 25

STATEMENT of Registrations, &c., in the Land Titles Office, North Alberta Land Registration District, Edmonton, for the year ending June 30, 1901.

Year and Month.	Number of Titles Issued.	Number of Free Certificates.	Number of Instruments Registered.	Amount of Fees.	Land Fees Collected.
1900.				$ cts.	$ cts.
July	74	36	141	37 00	857 [illegible]
August	86	14	250	87 10	187 [illegible]
September	111	78	190	40 75	[illegible]
October	77	40	146	46 20	[illegible]
November	68	1	121	33 45	69 [illegible]
December	74	2	197	[illegible]	[illegible]
1901.					
January	176	32	289	178 [illegible]	[illegible]
February	123	34	367	77 [illegible]	746 70
March	163	78	303	114 60	789 10
April	120	42	98	73 45	726 [illegible]
May	127	47	241	106 [illegible]	[illegible]
June	122	6	234	92 20	[illegible]
	1,451	15	2,781	971 [illegible]	[illegible]

GEO. ROY,
Registrar.

PART VI.

HALF-BREED COMMISSIONERS

HALF-BREED COMMISSIONERS

REPORT OF COMMISSIONERS McKENNA AND WALKER.

DEPARTMENT OF THE INTERIOR,
OTTAWA, March 11, 1901.

The Honourable CLIFFORD SIFTON, K.C., P.C.,
Minister of the Interior,
Ottawa.

SIR,—We have the honour to report that in accordance with Letters Patent issued to us under the Great Seal on the 13th day of March, 1900, and your letter of instructions of the 5th May last, we met the commissioners named to deal with the claims of half-breeds in the Saskatchewan country at Regina on the 12th May, and arranged as to the procedure to be followed.

We then proceeded to the investigation of the claims of half-breeds in Assiniboia and Alberta and such claims of Athabasca half-breeds as might be preferred, and held sittings for that purpose at the following places; the dates set opposite the names of the places show the time occupied at each point :—

ASSINIBOIA.

Willow Bunch	from	May 16	to May 25,	1900
Fort Qu'Appelle	"	May 29	" June 23,	"
Touchwood Hills	"	June 25	" June 29,	"
Fort Qu'Appelle	"	June 30.		
Swift Current	"	July 3	" July 7,	"
Maple Creek	"	July 9	" July 17,	"
Medicine Hat	"	July 18	" July 21,	"

ALBERTA.

Lethbridge	from	July 23	to July 26,	1900
Macleod	"	July 26	" Aug. 4,	"
Pincher Creek	"	Aug. 6	" Aug. 8,	"
Calgary	"	Aug. 10	" Aug. 16,	"
Edmonton	"	Aug. 21	" Aug. 23,	"
Victoria	"	Aug. 29	" Sept. 5,	"
Saddle Lake	"	Sept. 7	" Sept. 8,	"
St. Paul des Métis	"	Sept. 10	" Sept. 14,	"
Lac la Biche	"	Sept. 18	" Sept. 25,	"
Athabasca Landing	"	Oct. 1	" Oct. 2,	"
St. Albert	"	Oct. 9	" Oct. 20,	"
Lac Ste. Anne	"	Oct. 19	" Oct. 26,	"
Edmonton	"	Oct. 29	" Nov. 15,	"
Fort Saskatchewan	"	Nov. 13	" Nov. 17,	"
Edmonton	"	Nov. 19		
Wetaskiwin	"	Nov. 25	" Nov. 4,	"
Duhamel	"	Nov. 26	" Nov. 30,	"
Lacombe	"	Dec. 3	" Dec. 6,	"

We received and dealt with 3,505 distinct written applications, representing claims by or on account of 4,397 half-breeds.

These claims may be classified as follows :—

Claims allowed for living half-breeds	2,209	
Claims allowed to 2,149 heirs of 1,097 deceased half-breeds	1,097	
		3,306
Claims disallowed		235
Claims reserved for various reasons, of which the following are the principal :—		
Insufficient evidence to establish title to scrip		
Born prior to July 15, 1870		
Foreign residence		856
Manitoba birth		
Non-appearance of rightful claimants		
Questions connected with Indian Treaty *et al.*		
Total		4,397

Scrip certificates have been issued by us as follows :—

MONEY SCRIP.

Form C.—876 certificates for living half-breeds	$210,240 00
Form D.—1,417 certificates for shares of scrip in favour of the heirs of 439 deceased half-breeds	105,360 00
Total	$315,600 00

LAND SCRIP.

	Acres.
Form E.—1,333 certificates for living half-breeds	319,920
Form F.—732 certificates for shares of scrip in favour of the heirs of 658 deceased half-breeds	157,920
Total	477,840

As will appear by the above statement, scrip certificates were issued covering claims of 3,306 half-breeds, living or deceased, as follows :—

Money Scrip	1,315
Land Scrip	1,991
Total	3,306

A few scrip certificates (Forms C and E), for living half-breeds, as well as a number of certificates (Forms D and F) to heirs of deceased half-breeds, have been issued by the commissioners in favour of the parties entitled to receive them, but have not yet been delivered to the half-breeds in whose favour they are drawn, chiefly because these parties were resident in other localities and were not present to receive them. These certificates are still in the hands of the commission awaiting delivery. They have been included in the above statement of scrip certificates issued, as it is the intention to take such steps for the prompt delivery of the same as may be deemed advisable.

These undelivered scrip certificates amount to as follows :—

284 certificates for money scrip (Forms C and D) $14,640 00
32 certificates for land scrip (Forms E and F) .... 5,760 acres.

A few claims of Athabasca half breeds were taken by us, but not sufficient importance numerically to warrant a separate statement, and these have the claims been included in the totals already given herein.

Owing to the delay occasioned by so large a number appearing at the first sittings of the commission, we were unable to attend at certain points on the dates first fixed. A number of claimants were unable to await the arrival of the commissioners, and in order to remove any ground of complaint, we undertook to recommend that special sittings be held at a few principal points in the Territories during the coming summer. These could be arranged for when provision is being made to investigate the claims of the half breeds of the territory included in the province of Manitoba as now constituted, which was not included in the province as continued in the Manitoba Act, 33 Victoria, Chapter 3. The commissioners were unable to deal with these claims last year.

J. A. J. McKENNA.
JAMES WALKER.

[illegible] ners.

REPORT OF COMMISSIONERS COTE AND McLEOD

DEPARTMENT OF THE INTERIOR,
OTTAWA, March 29, 1901.

The Honourable CLIFFORD SIFTON, K.C.,
Minister of the Interior.

SIR,—We have the honour to report that in conformity with the commission issued to us bearing date March 21, 1900, and the order in council of the 23rd of the same month, as amended by subsequent orders in council, vesting in us power to investigate and adjudicate upon the claims to land or scrip arising out of the extinguishment of the Indian title, preferred by or on behalf of half breeds born between July 15, 1870, and the end of the year 1885, in the region and districts of the North-west Territories, or in that portion of territory included in the province of Manitoba as now constituted, which was not within the said province as constituted under the Manitoba Act, 33 Victoria, Chapter 3, we heard evidence in support of 2,111 individual claims to share in the grant authorized by the aforesaid orders in council and paragraph "f" of clause 90 of the Dominion Lands Act, as amended by section 4 of the Act 62-63 Victoria, Chapter 16 (1899), at sittings held between May 15 and December 11 last, in the Saskatchewan district, at the following places :—

Prince Albert, St. Louis, Batoche, Snake Plains, Sandy Lake, Duck Lake, Green Lake, Battleford, Onion Lake, Bresaylor, Fort à la Corne, Sturgeon River, Carlton, Birch River Portage, The Pas, Cedar Lake, Grand Rapids, Saskatoon and Red Deer Lake.

Having ascertained that there were no half breeds to come before us at Moosomin Lake, we held a sitting at Red Deer Lake instead of at the former place as had been previously arranged.

In accordance with the instructions contained in the letter of May 5, 1900, from the Hon. James Sutherland, then acting Minister of the Interior, we also heard evidence in respect of thirty-five claims from half breeds who were born prior to July 15, 1870.

All the foregoing claims have been entered in the Register of Claims, Nos. 1 and 2, in which is also recorded the action taken by us in each case. An alphabetical index to such claims containing all necessary information in relation thereto has also been carefully prepared. There bears the numbers contained in the series CC 2093 to 2199, inclusive, D 1873 to 1999, inclusive, F 731 to 750 inclusive, F 753 to 899, inclusive, odd numbers only), the scrip of the certificates we issued and the certificates we cancelled, have been handed into your department.

We issued in all 1,851 certificates (many of which relating to scrip redeemable in the purchase of Dominion Lands, aggregating $344,286.88, and 492 land certificates

covering an area of 117,680 acres of land. The certificates so issued may be classified as follows :—

974 for $240 each to persons claiming in their own right.
343 for $240 each to the heirs of deceased persons.

1,317	for $240	$316,080 00
18	for $190 each	3,420 00
1	for $30	30 00
515	for fractional scrip to the heirs of deceased half-breeds	24,736 55
1,851		$344,266 55
492	Land Certificates covering an area of	117,680 acres.
2,343		

Of these 492 land certificates, 487 certificates were for 240 acres each, 164 of which were issued to the heirs of deceased half-breeds, and five were for 160 acres each.

The tabulated statement appended hereto shows in detail the scrip certificates issued at each place visited by the commission, as well as the dates of its sittings.

The claims dealt with by us may be classified as follows :—

Claims allowed, preferred by persons in their own right	1,352
Claims allowed, preferred on behalf of the heirs of deceased half-breeds	638
Claims preferred by persons born before the 15th July, 1870	35
Claims reserved for further evidence or special recommendation	23
Claims disallowed in addition to those, which, upon preliminary examination, were not entertained	98
	2,146

Lists of disallowed and reserved claims, as well as of the claims preferred by persons born prior to July 15, 1870, have been filed in the department with the records of the commission.

Among the claims which have been allowed, there are 45 which have not been satisfied by an issue of certificates, as the persons entitled thereto were absent. In these cases, however, upon the claimants applying therefor to the department, the scrip can be sent to them. This course may also be followed with respect to shares of scrip which have not yet been delivered to the heirs of deceased persons.

The claims already referred to of persons born prior to July 15, 1870, are barred on account of their not having been presented within the time prescribed by the orders in council of April 20, 1885, and March 12, 1892, the former fixing May 1, 1886, and the latter May 1, 1894, before which dates Manitoba claims and North-west claims, respectively, had to be submitted.

We also find from the evidence taken in these cases, that some of the applicants were residents on July 15, 1870, in a portion of the North-west Territories which has not yet been ceded by the Indians under treaty, but that for many years they have been living in ceded territory, most of them having their domicile in Prince Albert. In view of these facts, we are of the opinion that these claimants should be treated as North-west half-breeds, and if it is proposed to reopen the latter class of claims, that their claims should be dealt with on the merits of the evidence submitted, irrespective of their residence at the transfer in territory not yet ceded.

As it seems to us expedient and in the public interest now that a final settlement is being made with the North-west half-breeds, that all claims, including Manitoba claims as well, which have been refused by the department from time to time, merely on account of their being barred by the two orders in council last mentioned, should

be allowed, we beg to recommend that steps be taken to deal with this class of claims in the same manner as if they had been presented in due time.

A good deal of evidence also had to be taken in many cases, after a claim had been allowed, with regard to powers of attorney which had previously been obtained—most of them some years ago—by intending buyers of the claimant's scrip, which clearly showed that, with the exception of a few cases, no consideration whatever had been paid, and that the price mentioned in the agreement which was to be paid for the scrip was far below the current price. In dealing with these cases, we were guided entirely by the instructions contained in the order in council of March 13, 1900, which stipulated that, unless we were satisfied that such powers of attorney, or assignments, did not operate to the disadvantage of the half-breed, they were not to be accepted; and in no case did we deviate from the position we took at the outset of exacting the payment in our presence to the claimant of the full current price paid for scrip before delivering the scrip to the holder of a power of attorney or assignment. While this course proved satisfactory to the claimants, strong objection was taken to it by some of the buyers.

Had these powers of attorney been recognized, as a matter of course, much dissatisfaction would have been created among the half-breeds generally, whether personally concerned in the transaction or not; and, in our opinion, a great injustice would have been done to the claimants, who, according to the evidence obtained by us, were ignorant of the purport of the documents they had been induced to sign, and which they most emphatically repudiated.

There were, however, a few bona fide transactions where a substantial sum had been paid on account of the purchase price of the scrip; but, where the powers of attorney in such cases were presented to us and the price agreed upon was found to be below the established price, the attorney was also required, before receiving the scrip certificate from us, to pay over the balance due the claimant at the rate at which scrip was being bought for at the time.

At Green lake we met a number of Isle à la Crosse half-breeds who were very anxious that the Indians of their section of the territories should be treated with, in order that they, the half-breeds, might receive their scrip for themselves and their children. There are also, it was represented to us, a few half-breed families at Stanley Mission and Pelican Narrows, all of which places will, no doubt, be covered by the same treaty when the tract of land lying north of the easterly portion of the land included in Treaty No. 6 is ceded by the Indians of that part of the country.

With the exception of a few isolated claims which were not presented to us last summer on account of the absence of the claimants, our work in the Saskatchewan district has been completed, and we are pleased to be able to state that the settlement made appears to have given entire satisfaction to all concerned.

There still remain, however, to be investigated and dealt with under our commission the claims of half-breeds in that portion of the province of Manitoba, already referred to, which heretofore formed part of the Territories; and we would have proceeded, after the completion of our investigation in the Saskatchewan district, to deal with these claims had we not received instructions to the contrary.

In closing our report, we desire to mention that we received much assistance in the performance of our duties from Messrs. Charles Fisher, M.L.A., and Edouard Bourgeois, the secretary and clerk of the commission, respectively. Mr. Fisher's thorough knowledge of the English, French and Cree languages, and of the people whose claims we had to deal with, rendered his services most valuable to us.

We have the honour to be, sir,
Your obedient servants,

N. O. COTÉ.
S. McLEOD.
Commissioners.

Statement of Scrip issued in the Saskatchewan District.

By Messrs. N. O. Cote and S. McLeod, Commissioners.

Where issued	When issued	C			D			E.		F.		
					Hers.		Total $ on C and D.			Hers.		Total of acres E and F.
	1900	$240	$160	$80	$240	Fractional Shares.		Acres 240	Acres 160	Acres 240	Acres 160	
Prince Albert	15th May to 6th June.	303	2	1	133	4,912 32	109,992 32	140	1	36	1	12,560
"	24th July to 31st July.	12			8	706 90	5,506 90	23		6		6,960
"	4th to 6th September.	11			3	840 00	4,200 00	4		2		1,440
"	23rd October.	2			1	397 32	1,117 32	2		1		720
"	26th October to 11th December.	11			2	2,346 60	5,466 60	23	1	18	2	10,320
St. Louis	8th and 9th June.	17			3	266 68	5,066 68	1		2		720
Duck Lake	14th to 21st June	130			44	3,877 34	18,037 34	35		11		18,960
Batoche	22nd to 28th June.	80			12	2,570 98	24,650 98	21		26		11,280
Snake Plain	30th June to 3rd July.	29			11	554 13	11,254 13	9		7		3,840
Sandy Lake	19th July.							1				240
Devil's Lake	5th July.	7				17 78	1,697 78					
Trail to Green Lake	6th July.	3					720 00					
Green Lake	11th to 14th July	82	2		28	1,182 86	27,962 86					
Battleford	6th to 15th August.	116	3		37	3,254 62	38,114 62	14		14		13,920
Onion Lake	20th and 21st August	31			3	793 28	9,673 28	5		2		1,680
Bresaylor	24th August.	10					2,400 00	6		1		2,400
Fort a la Corne	10th September.				2	567 62	1,047 62	2		1		720
Sturgeon River	14th September.	3			1	148 57	1,108 57					
Cumberland	17th to 21st September.	11	3		25	1,494 01	18,624 01	1				240
Birch River Portage	22nd September.	3	1		5		2,110 00					
The Pas	27th and 28th September.	31	1		21	535 24	13,775 24	3				720
Cedar Lake	3rd October.		1				190 00	1				240
Grand Rapids	8th to 10th October.	34			11	240 00	11,040 00	2		1		720
Saskatoon	24th and 25th October.	2					480 00					
		974	18	1	343	24,736 55	344,266 55	323	2	164	3	117,680

Total issued at Prince Albert on C and D $126,283.14, E and F 62,000 acres.

CHAS. FISHER, Jr.,
Secretary.

Ottawa, January 16th, 1901.

PART VII.

REPORT

OF THE

LIEUTENANT GOVERNOR OF KEEWATIN

REPORT OF THE LIEUTENANT GOVERNOR OF KEEWATIN.

Government House,
Winnipeg, August 31, 1901.

The Hon. Clifford Sifton,
Minister of the Interior,
Ottawa.

Sir,—I have the honour to report that since my appointment I have been unable, personally, to make a journey into the territorial district of Keewatin, but shall endeavour to make arrangements to do so in the near future. I have, however, had the opportunity of meeting some of the most principal residents, and have been furnished by them with much general information as to the conditions obtaining in Keewatin during the past season.

In that part of the district bordering on the province of Manitoba the natives, besides being the wards of the government, have enjoyed a fairly prosperous year, most of them being engaged in the prosecution of the fishing on and around Lake Winnipeg, and in the various employments which hinge upon the fisheries. I am glad to say that the past season's reports which have reached me regarding these fisheries are very favourable, and especially so since, in a successful year, there is no occasion for anxiety as to the means of livelihood of the natives.

Throughout the country from the Lake to the Hudson's Bay, the information I have been able to gather indicates generally that the natives who are not as treaty with the government have been able to subsist themselves with no recourse having to be made to charitable relief to any serious extent, and I am led to understand it is probable that the coming year will be marked by the usual food supply of the country, upon which dependence is placed, being less scarce than it seems to have been during the past two or three years. Years of scarcity in respect of rabbits and other animals, upon which the natives largely depend for food, run in cycles, and it would appear as if the worst portion of a period of depression in this respect had been passed.

With regard to the most distant parts of the district, I have read in extracts of Mr. C. C. Chipman, the Commissioner of the Hudson Bay Company, who informs me that the natives in that part of the country have enjoyed better fortune during the past winter than for some years back. From so distant a point as the mouth of the Woonask river, I have heard incidentally that the Indians had a supply of fish stored for the winter so plentifully that upon seeing some they had not quite exhausted it. The annual ship by which the Hudson Bay Company supply their stores on that coast nearly suffered disaster last season by running upon a shoal at some distance from York Factory upon her outward journey. She was, however, able to complete her voyage safely, and the settlers all received their supplies, and she has since been replaced by an ex man-of-war vessel of a very strong type.

I am pleased to be able to report a continued general absence of crime in the district. With the exception of the one crime hereinafter referred to, no crimes whatever have been reported to me, and I think it extremely probable that if any had occurred they would have been brought to my attention.

The justices of the peace, Indian agents and Hudson Bay officials throughout the district, are zealous in the preservation of the law and order, and are ably seconded by the chiefs and councillors of the several bands, as much so that with the exception before mentioned I have had to deal with no breaches of the peace.

I regret to say that the exception is the serious charge of murder. In the month of March last an Indian woman, named Helen Frogg, was brought to Winnipeg from Norway House on the Nelson river, charged with the murder of her husband, Charles Frogg.

The preliminary investigation had been conducted by Mr. J. K. Macdonald, Hudson Bay factor at Norway House, who committed the prisoner for trial after an exhaustive investigation.

Two methods of trial of the prisoner were available, namely, either at Winnipeg at the regular sitting of the court for the trial of criminal cases, or by a judge of the Court of King's Bench proceeding to the district and holding the trial there. Under the Keewatin Act the Court of King's Bench for Manitoba has jurisdiction to try offences committed within the district, but the sittings of that court for the trial of criminal matters with a jury are holden in March and November, the one before the opening of navigation and the other after it had closed in the fall.

In this particular case it appeared that some twenty-five Indians from Cross lake, a large number of whom were women, had been called as witnesses on the preliminary investigation and all of whom it would be necessary to bring to Winnipeg, a distance of some four hundred miles by dog train, should the trial take place in Manitoba. The removal of so large a number of witnesses and their families (when an Indian moves his family goes with him)so great a distance in winter time would involve, not only a very large expenditure, but a considerable danger to life. Under the circumstances it was arranged that Mr. Justice Richards, one of the judges of the Court of King's Bench, should go to Norway House to hold the trial there on or about the second day of August when the witnesses would be in the neighbourhood for the purpose of treaty payment.

I had reason to believe that in addition to the saving of expense this method of trial would entail, the trial of the prisoner in the neighbourhood, surrounded by all the solemn forms of law, would have a good moral effect upon the Indians and would be an object lesson not soon forgotten. It would bring home to them the fact that they are within the protection and punishment of the law, and that there is no place too remote to be reached by the strong arm of justice.

Mr. Justice Richards, accompanied by Sheriff Inkster, T. G. Mathers, Crown prosecutor, and James Perkins, court stenographer, left Winnipeg on July 27, and on the same day sailed from Selkirk on the steamer *Princess* for Norway House. They arrived there on August 3, and on the 6th the trial began in one of the Hudson Bay Company's storehouses, which had been kindly fitted up for that purpose, before a jury of six settlers from the neighbourhood.

The trial lasted until August 13, and resulted in a verdict of acquittal, with which verdict his lordship concurred.

The good effect anticipated from holding the trial in the neighbourhood was fully realized. Until the trial the Indians of the prisoner's band, including the chief and councillors, were thoroughly convinced of the woman's guilt and were much exercised in case punishment should not be meted out to her. After, however, being present at the trial and having heard the judge's charge to the jury, which was sentence by sentence, translated into Cree, their opinions changed and they became convinced that the woman was not guilty and so expressed themselves.

Those best able to judge have testified to the wisdom of holding the trial in the vicinity. Rev. John MacDougall, who has spent forty years amongst the Indians, and who is now Superintendent of Indian Missions under the Methodist Church, who was present during the whole trial, in a published interview, says :

'This whole community were interested in this trial which had become famous in their minds, having been an omnipresent thought with the most of these people since last autumn. For the first time these people were to witness the administration of justice as in force under British rule. Certainly the government could not have been more fortunate than they were in the selection of the judge sent north, for Judge

Richards fully impressed all men in that country with the righteousness and equity as well as charity of our English law. The full dignity of the bench, as well as the equality of manhood under our British institutions were fully impressed upon the minds of both native and foreigner. The holding of this court at that point was a great object lesson, and doubtless will result in the suppression of crime and in the maintaining of order and good living amongst these people as possibly nothing else would have done.'

The territory would appear to be fairly well cared for as a field for missionary enterprise ; the Episcopalian, Roman Catholic and Methodist Churches have each several mission stations, and all the natives have been brought under the influence of Christian teaching. Considerable progress is being made in the education of children, particularly in connection with the Industrial Home at Norway House, and there is some prospect of many of them growing up to be useful and creditable citizens of the Dominion.

I look forward with some pleasure to travelling into the district at an early date.

I must express my great appreciation of the assistance afforded me by Mr. C. C. Chipman, Commissioner of the Hudson Bay Company, in obtaining for me, from the officials under him resident in the district, many particulars regarding the condition of the people and state of affairs throughout the district of Keewatin.

I have the honour to be, sir,

Your obedient servant,

D. H. McMILLAN,

Lieutenant Governor.

PART VIII

REPORT

OF THE

SUPERINTENDENT OF FORESTRY FOR CANADA

1901

FORESTRY

REPORT OF THE SUPERINTENDENT OF FORESTRY

DEPARTMENT OF THE INTERIOR
FORESTRY BRANCH,
OTTAWA, September 20, 1901.

JAMES A. SMART, Esq.,
Deputy Minister of the Interior,
Ottawa.

SIR,—I have the honour to submit the Annual Report on Timber and Forestry for 1901, being the third report from this branch.

In previous reports the details of the work of this office were referred to under several headings, and it will be well to adhere to this practice as far as possible in each subsequent report for convenience and comparison. Before doing this, however, in the present case it is necessary to refer to some matters that cannot conveniently dealt with under any of these headings.

Owing to the development of the work, especially that relating to forest tree planting in Manitoba and the North-west Territories, it was found necessary to have an assistant superintendent, and in March last, Mr. Norman M. Ross, B.S.A., was appointed. Mr. Ross has special qualifications for the position. In addition to his course at the Agricultural College, at Guelph, where he made a specialty of botany, he attended for some time the Biltmore School of Forestry under Dr. C. A. Schenck, and also accompanied the latter in forest investigations in Germany. He is familiar with our North-west, having spent several years in the country. Since his appointment he has been employed almost exclusively in the Territories in assisting in the development of the system of co-operation that has been adopted, by which the department undertakes to assist the settlers in the growing of shelter belts and forest plantations on their homesteads. The details of the system adopted will be found under the proper heading. Mr. A. P. Stevenson, of Nelson, has during this season also been employed in connection with the same work in the province of Manitoba. Mr. Stevenson is recognized as an authority on arboriculture in that province.

Appended will be found reports from both Mr. Ross and Mr. Stevenson.

FOREST PROTECTION.

A system of forest fire guarding is now in operation, and following will be found several reports from those engaged in the service. The manner of their employment is as follows:—Forest fire rangers are selected from men residing in or near the district where they are to be employed. They are notified that they will be under the direction of a supervising officer, usually the Crown Timber Agent, ranger, forest ranger or homestead inspector for the district in which they are employed. When this officer considers their services are required he notifies them to commence work, furnishes them with copies of the Fire Act, a copy of general instructions defining their duties, and also with notices for posting up and distributing, warning the public against the careless use of fire. When horses are to be used they supply themselves with them. Their remuneration in such cases is three dollars per day, which includes expenses for both man and horse. When the supervising officer considers it unnecessary for the

ranger to continue the work longer, he recalls him and instructs him to make out his account, which is certified to by the supervising officer and is paid on being forwarded to the department accompanied by a diary detailing how the ranger has been employed each day. By this system the ranger is employed only when his services are necessary, and in case the season is very wet he may not be employed during the whole season.

During the past two seasons the weather was so wet that but little danger arose from forest fires, but since the early spring of this year up to the present there has scarcely been a time when it was not necessary to have rangers at work in one or other of the districts under supervision. In the early part of the season they were required in Manitoba and Eastern Assiniboia, while in British Columbia it was then so wet that they were not needed; but for the past two months these conditions have been reversed so that in Manitoba and the Territories their services were for the time dispensed with, while in British Columbia, as will be seen from Mr. Leamy's report, they have had almost constant work in fighting fire. It was very gratifying to see on my recent visit there that by their exertions they had in several cases succeeded in confining the fire within the limits of territory that had formerly been burnt over and thereby saved from destruction large quantities of merchantable timber. In one district south of New Westminster, a fierce fire broke out which at one time threatened to sweep for miles through excellent timber, but by the timely action of the Crown Timber Agent in employing assistance it was prevented from even entering the green timber. In this one instance alone millions of feet of timber were certainly saved. But the chief benefit derived from the employment of the fire ranger is in what he does in preventing fires. The extent of good done in this way can never be ascertained. As one of the rangers, whose nationality will be surmised, said, 'the best time to stop a fire is before it starts.'

The country is also greatly indebted to the North-west Mounted Police in this respect. The members of this force have for years been most active in educating the people regarding the necessity of the careful use of fire at certain seasons of the year; in making known and enforcing the laws relating thereto, and also in their efforts in the field in suppressing or controlling fires which if allowed free course would prove destructive. The police being well mounted and familiar with the prairie, no better fire guardians could be desired, but a moment's consideration will show that they are insufficient to guard the whole area deserving attention. In the first place, owing to their other duties, they cannot be expected to be always in readiness for such work. Again, their duties are mostly on the prairie and not in the forest; while they are also confined to the Territories and are not supposed to do service in either Manitoba or British Columbia; so that all that can be expected of them is that they will give more or less attention to this service on the prairie and in the partially wooded districts of the Territories. It is, therefore, obvious that in order to have an effective fire service for both the prairie and wooded regions we require to supplement the efforts of the police on the prairie by fire guardians in the settled prairie districts, and by forest fire rangers in the timbered districts.

TIMBER RESERVES.

There is no work at present demanding greater attention than that of selecting and setting apart certain areas of the country for the production of timber. The older settled parts of eastern North America are now paying the bitter penalty for the ruthless destruction of the forests at the sources of their rivers and streams. Each spring is to many localities a season of anxiety, and never one passes without leaving behind its record of destruction of life and property. And this is not all, for on in the summer the very element that was wasted a few months before is sadly wanting. The springs and creeks become dry and soon the deep wells also fail, and this is due directly to the denudation of the natural reservoirs by the destruction of the forest which once covered them. Our aim should be to work in harmony with and not in opposition to nature. She does not ask for the forest growth on the fertile and productive valleys,

but only on the rough mountain tops and hill sides where the altitude is frequently too great for the growth of cereals, or where the land is rough and difficult to work. There she asks us to spare the forest in order that she may weave a net to hold back the water at these heights. Moreover, it will in most cases be found that the timber produced by this land is of more value than all the grain that could be grown thereon.

The several forest reservations or timber reserves already set apart as such will be referred to later on, and steps are being taken to increase their number. It may be well here to correct a popular impression regarding such reservations. A very general opinion seems to prevail that in setting apart these lands and reserving them from sale or homestead entry the country is deprived of all benefit from such territory. This is very far from the facts of the case. The true policy for any country like Canada, having still in its possession large areas of ungranted lands, would certainly be to explore the country in advance of settlement and then divide it according to its character into agricultural, timber and mineral lands. The agricultural lands can then be dealt with as seems wisest, for agricultural purposes, and the mineral lands for mineral purposes, but when we come to the timber areas we find that the utility of the forest is at least two-fold—first, for the merchantable value of its products, and secondly, on account of the functions it performs in modifying the climate in the distribution of moisture, and lastly, in its great office when growing on mountain and hill sides, as previously stated, in holding back the water and causing a more even flow to the rivers and streams that always have their sources in those elevations. Captain Eads made a most pertinent remark when engaged on the improvements on the lower Mississippi, that he was working at the wrong end of the stream. A sound forest policy is one that recognizes the elements of growth and decay and takes means to harvest the crop at maturity, and even on those reserves whose chief value is in forming a natural water reservoir, there is no reason why the mature timber should not be cut, and it will be a matter for consideration as to the best policy to adopt in this respect.

There are also in our Dominion territory large areas of timber growing on comparatively level land, but which is not well adapted for agriculture, and within the past year certain of these have been set apart for timber purposes for the benefit of the prairie settlers.

RIDING MOUNTAIN RESERVE.

This reserve is well chosen and deserves the greatest care at the hands of the people of Manitoba, from the fact that it covers an area of elevated land from which flow most of the streams in that province west of the Red river. It is really the reservoir that supplies the water to a large section of the province, and to allow the forest covering on those hills to be destroyed would be, as sure as effect follows cause, to bring about a water famine too disastrous in its effects to be contemplated. Recognizing this fact, it has been the aim of the department to do all in its power to guard this reserve from fire. Two fire rangers, under Forest Ranger Thompson, have been employed on the south side of the mountain when necessary this season, while Forest Ranger Thos. Young has had three employed during the season of danger in guarding the north side and the timbered country beyond to the north-west along the line of the Canadian Northern Railway. In the early part of the season frequent fires were started, and the reports of the rangers show that some timber was burnt, but that by active work the fire was confined to a limited area and prevented from causing much loss.

SPRUCE WOODS RESERVE.

This reserve covers about 190,000 acres of land in what is known as the Sand Hills along the Assiniboine river, east of Brandon. It offers an excellent field for forest tree planting on a large scale. The land consists of sand hills, and between these are swamps where small spruce grow in abundance. The trees are very small, only an occasional spruce tree being seen. Some of these are of good size and demonstrate that

the soil is not too barren to grow certain varieties of trees, and it is likely that in addition to the spruce the Banksian and Scotch pine, both of which furnish useful timber, could be successfully grown here. There is also along the edges of the swamps, and where the land is not too light, a fair growth of aspen and balsam poplar. This reserve is under the care of a forest ranger.

TURTLE MOUNTAIN RESERVE.

This reserve lies along the international boundary and consists of ranges 19, 20 and 21 in township 1. The eastern part is well timbered with aspen and balsam poplar with a few scrub or mossy cup oak. It is difficult to protect this reserve from fire owing to the adjacent timber land south of the boundary being opened for settlement. During the early part of the present season, Forest Ranger Walkinshaw had the assistance of one man in guarding the timber, and great difficulty was experienced for a few weeks in May in keeping the fire from spreading from the burnings of the settlers along the boundary who were clearing their land. A fire guard along the west side has now been completed for the most part of the distance. As many of the fires come from the west this is a very necessary work. This reserve, being surrounded by bare prairie extending for many miles in each direction, is resorted to by the settlers from long distances for timber for building, fencing and other purposes.

MOOSE MOUNTAIN RESERVE.

This reserve consists of townships 9, 10 and 11 in ranges 2, 3, 4 and 5 west of the second meridian. It contains about 103,000 acres, and is surrounded on all sides by fertile prairie land. It contains not only a considerable extent of timbered land, but also numerous small lakes. Fish lake, which is the largest, is a fine sheet of good water in which fish are abundant. It is made the resort of campers in the summer season, and affords a very refreshing change from the monotony of the treeless prairie. A fire guard has been built around the reserve by the North-west Territorial government, while this department has opened up a road and fire guard from north to south through it. The prevailing timber consists of aspen and balsam poplar with some birch. The reserve is under the care of a forest ranger, who in the dry season is allowed two fire rangers to assist him.

THE FOOTHILLS RESERVE.

This reserve embraces the eastern slope of the Rocky Mountains, between the Bow river and the international boundary. Numerous streams flow down this elevation, all of which go finally to feed the South Saskatchewan. Along these streams at high elevations more or less timber is met with, the varieties being principally jack pine (*Pinus Murrayana*), white spruce, aspen, and balsam poplar. The spruce in some cases is large enough for lumber, and a few mills are now engaged in manufacturing from limits in this reserve. Two forest fire rangers are employed when required.

ROCKY MOUNTAINS PARK.

Reference was made in last year's report to the necessity of guarding the park, and on May the 1st, of this year, Mr. W. A. Brewster was appointed as forest ranger under the direction of the Park Superintendent. His territory, however, is not confined to the park limits, but extends along the Canadian Pacific Railway from the summit of the Rockies east to the prairie. He is also expected to see to the proper observance of the park regulations regarding the preservation of fish and game. Instructions have recently been given for the building of a fire guard which will cut off the territory embraced in the lumbering operations of the Eau Claire Company from that portion of the park upon which buildings and other improvements have been made and which

will very much lessen the danger from fire in this quarter. This park is yearly becoming better known to and appreciated by the travelling public. As a national resort it well deserves to be regarded with pride by the Canadian people. It would be difficult to choose another place that combines so many advantages as Banff. The mountain scenery is unsurpassed; the lakes, rivers and small mountain streams, all deriving their waters from the glaciers, are as clear as crystal; while the hot springs afford the most delightful bathing, and the curative properties of the water attract invalids from all parts of the country. It would be well to extend the limits of the park to include the whole of the upper watershed of the Bow river. This is a matter that has been frequently referred to in former reports as very desirable for several reasons. It is, for instance, impossible successfully to enforce fishing regulations where those regulations apply to only a small part of a stream beyond which no supervision is exercised. The same will apply to game. Where a territory is very limited in extent, and the game is not confined therein, the shooting done outside the limits is very little less in extent than if done within the territory.

THE RAILWAY BELT IN BRITISH COLUMBIA.

This consists of a territory about 500 miles in length by 40 in width, being twenty miles on each side of the main line of the Canadian Pacific Railway in British Columbia. It contains a large quantity of valuable timber. The varieties of greatest value are the douglas fir (*Pseudotsuga Douglasii*), the western white pine (*Pinus monticola*), the western white cedar (*Thuya gigantea*), the Menzies spruce (*Picea Sitchensis*), the balsam fir (*Abies amabilis*), the western hemlock (*Tsuga Mertensiana*) and the yellow pine (*Pinus ponderosa*).

Reference has already been made to the forest fires recently so prevalent on the Pacific slope and the exertions that this department is making to preserve the timber under its control in this belt. During the past two months six forest rangers have been employed under Mr. James Leamy, the Crown Timber Agent for the district. H. A. Eastman, of New Westminster, is employed north of the Fraser river in the New Westminster district. John Ball looks after the territory in the neighborhood of Mission, Matsqui, south of the Fraser river. John McRae's territory is in the Kamloops district. To G. W. McLeod, of Salmon Arm, is assigned the timber district around the Shuswap lakes. To Alex. McRae is assigned the lower Columbia river and country adjacent thereto in the vicinity of Revelstoke, while R. H. Milligan, of Golden, is employed on the upper Columbia and along the railway between the summits of the Selkirk and Rocky Mountains.

TREE PLANTING ON THE PLAINS.

Ever since the inauguration of the forestry branch it has been recognized that the complement to the preservation of the forests in these districts where trees grow naturally was the propagation of them, at least to a limited extent, in those parts of the country which were entirely devoid of tree growth; that preservation and propagation were equally worthy of the active attention of the office.

Exception has been taken to the policy of expending the settlers' aid in any manner in the growth and cultivation of shelter belts and forest plantations. Is the government of the state expending its finances in giving bounties to the settlers regarding tree culture in the first place, or secondly, in furnishing them with seeds or seedling trees with which to plant limited areas on their homesteads? In considering these questions many phases of the subject present themselves. As regards the giving of instruction on the subject, it has long been recognized as a duty in all civilized countries to aid in the dissemination of knowledge on all subjects by which the people would be benefited. Grants to schools, academies, institutes, agricultural colleges, and agricultural societies, farmers' institutes, and Ahern's process to sanitary establishments, the object being the education of the people of the country in the various

pursuits of life in which they are engaged. Now, if it is wise to expend money in instructing the people in the growing of grain or grasses, which can only be of benefit to the individual who grows the same, surely it cannot be contended that it is unwise to do so in the growing of trees which in addition to the benefits they confer on the owner or occupant of the land on which they grow are beneficial in various ways to the whole community. Then, as to furnishing seeds or other plant material for those who agree to set apart a small portion of their land for the growing of trees, and to plant and keep the same in a proper state of cultivation, it is surely not asking much that they be supplied with proper material for planting these areas. Every one who has travelled through the prairie in the winter season knows the change in temperature experienced as he approaches the shelter of even a small bluff of timber along the roadside. There are other reasons why the Dominion government is warranted in expending public money in the territory outside the limits of the older provinces that do not apply with respect to the latter, owing to the fact that in the older provinces the public domain is owned by these provinces and the land and timber are sources of revenue for them, whereas, any revenue derived from the lands or timber of the North-west goes into the Dominion exchequer. These provinces recognize this and are beginning to move in the direction of conserving the timber which they possess and to take measures for propagating the growth of trees within their own territory, and similarly the Dominion is obviously acting within its legitimate sphere in spending a portion of its revenue in aiding in the growth of a limited number of trees which will do more than can be done by any other known agency in transforming the bleak plains of the west from the uninviting aspect which they present in their natural state and tend to make the country more attractive to the immigrants which it is doing so much to procure. Nearly every country of Europe has long given special attention to forestry matters, and even Russia with its vast territory has in recent years inaugurated a system of afforestation. In North America, both the United States and Canada have been decidedly slow in moving in this matter. The United States, however, are now alive to the necessity of giving greater attention to the subject, and within the past year the federal government at Washington has trebled its appropriation for the encouragement of forestry, and has raised the office to a bureau, and one of the principal features of its work is the encouragement of tree growth on the homesteads of the prairie settlers. Various attempts have been made, both here and in the United States, within recent years to encourage the prairie settlers to grow trees. One of these was what was known as the Forest Trees Culture Claims, by which a certain amount of land was granted by the government to the settler who planted a certain area with trees. This system in both countries was not found to be effective, and the reasons are apparent. The trees were planted, in many cases, without regard to proper preparation of the soil. In other cases the varieties chosen were unsuited to the soil or climate. Again, too frequently little attention was given to the care after planting. In most cases the object of those who planted them was to earn a certain portion of land, and having planted the required area they demanded their land for doing so, and when the trees failed to grow they could always assign reasons for the failure to conditions over which they had no control, and it was difficult to disprove their contention. The result was that they usually received their land, but in few cases was the object of granting it attained.

In devising a system for our North-west it was obvious that we would have to adopt one suited to the conditions prevailing there. It would be an easy matter to copy any one of the European systems, such as that of France, Belgium or Germany, but to do this and expect it to succeed in our North-west where the climatic conditions are so dissimilar and where the governmental machinery is so different would be about as wise as it would be to import all the trees of those countries and expect them to thrive under such altered conditions as prevail there. As was truly said by an eminent forester, 'We can no more adopt German methods than Chinese methods.' Though we can learn very much in the details of cultivation from these countries when we come to framing a system for adoption here we have to work out one of our own, taking into

account not only the diversified conditions prevailing in a country of vast extent, and making our system flexible enough to overtake these, but also to adapt it to the convenience as far as possible of the people to whose exertions we have largely to look for making it successful. The system adopted is, as will be seen from the outline given hereafter, one of co-operation with the settlers. In fact this seems the only way in which it would be wise to proceed. To attempt tree culture in advance of the agricultural development of the country would certainly prove a failure. As has been truly said by an American writer, 'Wherever large areas have been brought under cultivation, tree culture has been more successful than before the advent of the plough.'

For several years the experimental farms at Brandon and Indian Head have been doing excellent work in experimentation, and the results of their labours furnish most valuable object lessons and demonstrate beyond doubt that a considerable variety of forest trees can be successfully grown in the districts where these farms are located. They have also distributed to the settlers a large quantity of tree seeds, seedlings and cuttings, but it was impossible for those in charge of the farms to exercise any system of supervision over those receiving the plant material, and it is well known that in many cases the seed and nursery stock sent out in excellent condition were planted in soil unsuited to the varieties sent, and more frequently the land had not been brought into a fit state of cultivation before planting, and even where these conditions were filled it was too often the case that insufficient attention was given after planting. It will be seen that the system adopted endeavours to overcome these obstacles.

The following circular, which has been widely distributed in the prairie districts, sets forth the system adopted by the department. It is in some respects similar to that followed by the federal government of the United States, but differs from it in many important particulars.

DEPARTMENT OF THE INTERIOR, CANADA—FORESTRY BRANCH.

GOVERNMENT CO-OPERATION IN FOREST TREE PLANTING.

The Forestry Branch of the Department of the Interior is prepared, as far as the means at its disposal will permit, to assist farmers and others in the prairie sections of Manitoba and the North-west Territories in the growing of forest plantations and shelter-belts.

The system adopted may be stated as follows:—

1. It is proposed that any owner of land wishing to avail himself of the co-operation of the government in the planting and cultivation of a permanent forest plantation or shelter-belt shall make application to the Forestry Branch, at Ottawa, stating the number of the lot on which the plantation is proposed to be made, the nature of the soil and how cultivated, the nearest railway station and distance thereto and his post office address.

2. On receipt of this application an agent of the department will be instructed to visit and examine the land, and if he is satisfied that trees can be successfully grown thereon he will see to the execution by the applicant of a certain form of agreement which has been authorized by the department, setting forth the conditions on which the government proposes to assist in this work. The agent will also confer with the applicant while on the ground and arrange for the location of the said forest plantation or shelter-belt, advising the applicant as to the preparation of the soil, the varieties of trees to be grown, proper system of planting and other details. When necessary he will prepare a plan or sketch for the use of the applicant, showing how the trees are to be planted.

3. By the agreement the applicant contracts to set apart and cultivate a certain area of land for a permanent forest plantation or shelter-belt and agrees that the trees to be grown thereon shall not at any time in the future be cut off or removed so as to injure the plantation, except with the advice or consent of the department, but it is

understood that the wood and other products of the said plantation or shelter-belts shall belong to the owner of the property. It is, however, provided that the department shall have the right to take the cuttings and the seedling trees that may be growing up on the plantation, and tree seeds, when these are not required by the owner to extend his own plantation. It is also provided that the applicant shall properly prepare the soil and plant and care for the trees after planting in accordance with the directions of the agent of the department. This will include his providing protection against animals by fencing or otherwise, and against fire by fire guards or other effective means.

4. The department, as far as the means placed at its disposal for the purpose will permit, will furnish seed or other plant material for planting the said forest plantation or shelter-belt.

5. The department agrees to render the services above specified wholly without charge.

It will be observed that this system is distinctly co-operative in character. The department furnishes officers to give expert advice and to see to the carrying out of the terms of the agreement, and in addition to this assists the owner of land by supplying him with seeds, cuttings or young trees; while on the other hand, the owner is required permanently to set apart a small portion of his land for tree growth and to do all the actual work of preparation and cultivation of the land so set apart, to plant the seed, trees or cuttings and to take proper care of the young growth after planting, according to the directions of the said agent of the department.

Although the department desires to meet the wishes of the settlers as far as possible, it must be understood that, owing to the difficulty sometimes experienced in obtaining seeds or other plant material, the government will not guarantee to furnish any specific quantity, and as in many localities tree seeds, young trees and cuttings can be obtained from natural woods in the vicinity, it is advisable for those contemplating planting to provide themselves in this way as far as possible.

Those desiring the assistance of the government as here outlined should apply before the first of September in each year, so as to enable the department to provide ahead for the supply of nursery stock for spring planting and to allow time for the agent to visit the land. Applications which are not received by that time are likely to be left over until the following year.

The department will also be prepared to co-operate with municipal corporations, railway companies and other corporate land holders on lines similar to those above stated for the purpose of assisting them in growing trees along the public highways, railway tracks, and in streets and parks in cities, towns and villages.

E. STEWART,
Superintendent of Forestry.

The following is the form of agreement referred to in the circular:—

DEPARTMENT OF THE INTERIOR.

TREE PLANTING AGREEMENT.

OTTAWA, 190

The Department of the Interior of Canada and

, of

, mutually agree as follows:—

1. The Department of the Interior shall, as far as the means at its disposal for the purpose will permit, assist in the growing of a forest plantation, wood-lot, shelter-belt or wind-break by directing through an agent of the department as to preparation

of the soil, varieties to plant and manner of planting and as to proper care after planting on acres of the land of the said situated and described as follows:—

2. The said department will also endeavour to furnish tree seeds, seedling trees or cuttings for the planting of the aforesaid area, or in case the quantity of plant material that can be given is not sufficient to plant the whole area in any one season, then such part of it as the supply will allow.

3. The Department of the Interior shall render all services under this agreement wholly without charge to the said

4. The said on his part agrees to set apart the above named area of land for a permanent forest plantation, wood-lot, shelter belt or wind-break, and agrees that the trees or to grow thereon shall not at any time in the future be cut off or removed in such manner as to injure it for the purpose intended, except with the advice and consent of the department, but it is understood that the wood and other products of the said forest plantation, wood-lot, shelter belt or wind-break shall be the property of the said It is, however, provided that the department shall have the right to take the cuttings and seedling trees that may be growing up thereon and also tree seeds when not required by the owner to extend his own plantation. It is also provided that the said shall properly prepare the soil and plant and care for the trees after planting and do all the actual work in connection with the said forest plantation, wood-lot, shelter belt or wind-break, in accordance with the directions of the agent of the department. This will include his providing protection against animals by fencing or otherwise, and against fire by fire guards or other effective means.

(Signed)

Owner.

(Signed)

Superintendent of Forestry.

Post Office of Owner Date

As the plan is one of co-operation between the government and the settlers, it was considered wise that the latter should be consulted in advance regarding it. With this object in view, and before publicly announcing the policy to be pursued, I made a visit to Manitoba and the North-west, and had the opportunity of attending about twenty meetings in the country where an outline of the scheme was laid before the people and discussion invited regarding it. These meetings were well attended throughout, and the line of action proposed met with such favour as to warrant the department in taking active measures to carry it into effect.

It was scarcely expected that seedling could be done this season instead making preparations for next spring's planting, but it was found in some cases that the applicants had their land in a fit state to plant in last spring, and it was thought unwise in such cases to lose a year's time. Accordingly 41 settlers were supplied with seedling trees or cuttings to the number of 58,800, which were planted under the above regulations. The reports of Mr. Ross and Mr. Stevenson give further information regarding this branch of the work.

Up to the present time the number of applications coming in as a result throughout of the co-operation of the government is 626. These forms are being received this season, and preparations are being made to furnish those whose land is properly prepared with tree seeds, seedling trees or cuttings for planting next spring.

The supplying of plant material is a matter of considerable importance. The superintendents of the experimental farms at Brandon and Indian Head, by the kind permission of the Minister of Agriculture, set apart last spring a few acres of each place for raising nursery stock for this purpose. Owing to the early spring months being very dry, the quantity growing is not as large as desired, and it will probably be

necessary to purchase some elsewhere. Means have been taken, however, to gather a large quantity of tree seeds which will help to meet the demands that will be made. Forest nurseries where seedling trees would be raised and stored for early delivery could be carried on at comparatively small cost and this matter should receive attention in the near future. In the meantime, as stated above, the work is being done at the experimental farms. Both Mr. Bedford, the Superintendent of the Brandon farm, and Mr. McKay, Superintendent of the one at Indian Head, have very kindly added to their other duties by giving attention to this matter, and this branch is very much indebted not only to these gentlemen but to the Minister of Agriculture and to Dr. Saunders, the director of these farms, for their hearty co-operation and assistance in the efforts that are being made in this connection.

THE CANADIAN FORESTRY ASSOCIATION.

The report of the second anual meeting of this association has just appeared. It contains many valuable papers with discussions thereon presented in a very attractive form. The association is now firmly established, and though it is only a year and a half since its organization, it now embodies in its membership a good list of leading citizens from all parts of the Dominion. The columns under its control in *Rod and Gun in Canada*, the official organ of the association, are ably edited by Mr. R. H. Campbell, the assistant secretary, and afford an excellent means for the interchange of thought among its members. The meeting which was held in Ottawa in March last was well attended by representative men from all parts of the country. One noticeable feature was the lively interest taken in the discussions by many of our leading lumbermen as well as by those engaged in scientific pursuits. It is hoped that the association will be active in giving to the public its opinions by resolution or otherwise regarding any matters pertaining to forestry in this country. The influence of such a body of men on public opinion with reference to correct forestry methods in Canada must necessarily be of benefit to the people of every section of the Dominion and fully justifies the department for the assistance it has given in furthering the interests of the organization.

I have the honour to be, sir,
Your obedient servant,

E. STEWART,
Superintendent of Forestry.

APPENDIX No. 1 TO THE REPORT OF THE SUPERINTENDENT OF FORESTRY.

REPORT OF THE ASSISTANT SUPERINTENDENT, NORMAN M. ROSS, B.S.A.

INDIAN HEAD, ASSA., September 16, 1901.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to submit herewith a report of the work done by me, under your direction, since I entered the Forestry Branch.

I commenced work in the Forestry Branch on March 14, 1901, and up to the middle of April I remained in your office at Ottawa engaged in work principally in connection with the scheme of co-operative tree planting in the west, which is being brought into operation for the first time this season. I left Ottawa for the west on April 17, and since that date I have been in the North-west Territories, visiting the farms of applicants for tree planting and arranging for the collection of seed and nursery stock for distribution next spring. I also prepared an exhibit of native woods, seedlings, seed, &c., to be shown at the summer fairs at Brandon and Winnipeg.

Applications for Tree Planting.—This spring I had on my list only fifteen names of those who desired to avail themselves of the co-operation of this branch in tree planting. The applicants were, however, scattered over the North-west from Calgary to Moosomin, and owing to the bad state of the roads it was some time before I could get to all of them. Of the fifteen applicants three have their farms in Alberta and twelve in Assiniboia. Only eleven out of the fifteen had land properly prepared for planting trees. The number of trees distributed amongst these was 35,000. These consisted chiefly of Manitoba maple (box elder) and Dakota cottonwood, with a small proportion of native green ash and elm.

When visiting applicants I inspect the ground which they wish to plant up, to see that it is in a suitable condition for growing trees, and also to note which varieties are best suited to the soil and locality, and, where necessary, make a rough sketch or plan to show the manner in which the trees are to be planted out.

The inspection of the ground before allowing trees to be set out is, I think, one of the most important features in the present scheme. At least 50 per cent of the settlers visited have, at one time or another, attempted to grow trees around their buildings, and in most cases the lack of proper preparation of the soil in the first place is to blame for the non-success attending their efforts. Many applicants with whom I have had correspondence before visiting their farms have stated in their letters that they have land well prepared for tree planting, and on visiting their farms I have often found that the soil is very far from being in a suitable condition for tree growth. The prevailing idea is that trees should grow anywhere so long as their roots are in the soil, but unluckily this does not hold good on the prairie. Very few [illegible] of the applicants have any knowledge as to the details of planting and setting out trees to the best advantage, and a few minutes' conversation with them on [illegible] is much more instructive to them than the reading of circulars to which many do not seem to pay much attention.

So far I have had the opportunity of seeing only three of the plantations set out this spring. Two of these are very good indeed, the trees being healthy and strong and well looked after. In the third case some of the trees were planted rather too shallow, and owing to the extreme heat we had here in the early part of the [illegible] trees died.

Of the different kinds of trees distributed the elm seems to stand transplanting rather better than the other varieties, although they do not make such a quick growth from the start as some of the others. Of the trees I have seen planted this spring, the following are the percentages living this fall:—Elm, 88 per cent; maple, 87 per cent; cottonwood, 71 per cent. The reason that so many of the cottonwoods failed to strike root is no doubt due to the fact that, owing to delay during shipment from Dakota and more delay on account of the customs, many of the bundles of young seedlings became heated and musty before arriving at the final destination.

The young trees distributed this spring were obtained from H. L. Patmore at Brandon.

The number of applications for next season's distribution is increasing very rapidly, reaching up to the present 183, distributed over the west as follows:—Assiniboia, 135; Saskatchewan, 3; Alberta, 45. Some of these applicants I have already visited this fall, and the greater number have land well prepared for next spring's planting. In some cases the farms and buildings of applicants were so well sheltered by natural bluffs of native poplar that more trees were not necessary, the trees being desired chiefly for ornament. In such cases I thought it advisable not to promise any trees for next spring, as the stock we shall have available for distribution is rather limited and should be divided amongst those really needing trees. Later on when we can get our nurseries well stocked it may be advisable to encourage these men to plant out blocks with a view to obtaining a supply of fuel and fencing material in the future. Nearly all those applying for trees next spring state that they intend gradually to increase the area devoted to tree growing year by year. In such cases the applicants may very easily themselves raise every year a number of such easily grown trees as maple and ash, if they are supplied with the seed; and in this way the demand upon this branch for nursery stock will be greatly lessened. It will be necessary to distribute to such applicants the seedlings of those trees only which it is more difficult to raise and which the ordinary farmer cannot afford to grow from seed.

Raising of Nursery Stock.—Immediately after my arrival in the west this spring I visited Mr. Bedford, of the Experimental Farm, at Brandon, and Mr. McKay, of the Experimental Farm, at Indian Head, and, as instructed by you, made arrangements with them for the growing of young seedlings at both places.

At Indian Head, Mr. McKay placed about four acres at our disposal which was planted up principally with Manitoba maple (box elder), green ash, and elm seed, also cuttings of willow and Russian poplar. The poplar cuttings have not proved a success this year as, owing to a lack of rain and the great heat following directly after setting out, they all dried up before they had a chance to strike root.

At Brandon, Mr. Bedford sowed about three acres in maple seed, with only fair results; the great heat about the beginning of June scorching up thousands of the young seedlings soon after they appeared above the ground.

This fall at Indian Head, Mr. Lang collected and sowed some native birch seed. So far the experimental farms have not been able to raise birch from seed, but as it is such a good tree throughout the west it will be a great advantage if we can manage to grow it in the nursery.

As the scheme develops it will be almost necessary to have nursery stations at different points along the line so that the young plants may be raised under climatic conditions as nearly as possible similar to those they will have to face when planted out permanently. There are also trees which will grow well in some parts of the west, and will not thrive at all in others. For instance, in eastern Manitoba the basswood and scrub oak grow to a large size, and the Ontario maple seems hardy as far east as Brandon, as I have seen specimens growing at Portage la Prairie, Nelson and Brandon. A nursery situated in eastern Manitoba would raise these trees suitable to that district better than they could be raised further west, and although all the trees which will grow in the west could be readily raised in the eastern part the great change of climate, and more especially of elevation from east to west, would in all probability prove fatal to a large percentage of the stock.

The Scotch pine, white spruce and tamarack are all very hardy throughout the west, and as they are valuable trees their growth should be encouraged; they need, however, a little more careful handling in planting than do the ordinary broad leaf varieties.

Collection of Seeds. Owing to the increasing number of applications a very large supply of seed will be necessary both for distribution and for our own use. Unfortunately the native maple, which is the best tree we have for pioneer planting, has this year in the western part of Manitoba and Assiniboia been attacked by some disease which has made all the seed in the affected districts quite useless. To all appearance the seed is found to be quite brown and watery. The trees were very badly affected this season with a small green aphis, and whether these insects are the indirect cause of the seed going bad or not I do not know but fancy they have something to do with it, as those trees having healthy seed are free from the aphis. At Oak Lake, Manitoba, the maple seed is fairly good, and I made arrangements to get a large a supply as possible picked there. The green ash is bearing a very heavy crop of excellent seed this year all over the west, and there will be no difficulty in getting any quantity of seed needed. About the middle of August I collected a large number of the cones of the native white spruce growing on the sand hills south of Sewell, Manitoba. The crop of cones is rather heavy this year and the seed very good. Lawn seed was picked the first week in June and sown immediately. The young seedlings came up well, and have made a good growth this season. A small quantity of larch seed was picked in August.

Forestry Exhibit.—Towards the end of June I received instructions to get up an exhibit to be shown at the summer fairs in Brandon and Winnipeg held at the end of July and beginning of August. Owing to the short time given for the preparation of the exhibit the collecting of native woods was necessarily a rather hurried one, and poor average specimens were obtained. Some varieties we had not time to procure at all. The wood being green, it was not possible to finish it off at all to show the grain. The exhibit consisted of sections of as many of the native woods as we could collect in the time, and alongside of these were shown sections of the same woods (principal varieties grown under cultivation, affording a good comparison as to the rates of growth under natural and artificial conditions. The varieties of native woods shown were: Elm, scrub oak, basswood, white spruce, iron wood, green ash, larch (tamarack), native white poplar, Manitoba maple, balm of gilead, and western black willow. Most of these were cut near Nelson, in southern Manitoba, and a few in the Turtle Mountains. The spruce came from the Riding Mountains. Seedlings, one, two and three years old, of the varieties of trees best suited for planting in this country, were shown growing in boxes. Seed and cones were put up in glass jars, and the leaves of the principal trees were pressed and mounted on sheets. A series of enlarged photographs taken in Manitoba and the Territories gave an illustration of what had already been done in tree planting in this country.

I should like to take this opportunity to thank Mr. Bedford, Superintendent of the Experimental Farm at Brandon, and Mr. McKay, Superintendent of the Experimental Farm at Indian Head, for their kindness in helping me in many ways while my work

I am, sir, your obedient servant,

NORMAN M. ROSS,

Assistant Superintendent of Forestry.

APPENDIX No. 2 TO THE REPORT OF THE SUPERINTENDENT OF FORESTRY.

REPORT OF THE GOVERNMENT AGENT FOR TREE PLANTING IN MANITOBA, MR. A. P. STEVENSON.

Souris, Man., September 17, 1901.

E. Stewart, Esq.,
Dominion Superintendent of Forestry,
Ottawa.

Sir,—I have the honour to submit the following brief report on the work in which I have been engaged during the past summer as forestry agent in connection with the work carried on in this province by the Forestry Branch of the Department of the Interior.

In accordance with instructions received from you, on April 16, 1901, I proceeded to Winnipeg, and there met your assistant superintendent, Mr. Ross. After consulting together as to the management of the work we went to Brandon and arranged with Mr. Patmore for the furnishing of plant material. Afterwards we began the inspecting of land prepared by applicants for trees. These were scattered widely over the province, ranging from Morden to Melita, Reston, Virden, Brandon, Baldur and Morris. Thirty-six parties were furnished with trees and three were refused on account of the soil not being in a fit state for trees. In all 23,800 were planted in Manitoba during last spring under the co-operative scheme of the Forestry Branch. The varieties planted consisted largely of the ashleaved maple, cottonwood, elm and green ash. Recent inspection of the greater number of these plantations shows the following results:—Percentage of trees planted now alive: Maple (seedlings), 85 per cent; cottonwood (cuttings) 40 per cent; elm (seedlings) 50 per cent; green ash (seedlings) 65 per cent; care of trees fairly good; growth this season extra good. The poor showing made by the cottonwood arises from their rather unhealthy state when received from the nursery. These trees were imported in the spring. I would suggest that in future importations be made in the fall should it be necessary to import.

At the close of the planting season arrangements were made to visit applicants who were desirous of availing themselves of the benefits of the scheme in the spring of 1902 and wished advice as to the proper laying out and preparation of the soil. By the 24th of June 75 farms had been inspected, extending from Morris to the western boundary of the province at Pearson, and up the Souris valley to Brandon, where I met the assistant superintendent, and arrangements were made for the collection of material for a Dominion forestry exhibit at Brandon and Winnipeg fairs.

On July 8 I began addressing a series of Farmers' Institute meetings at the following places: MacGregor, Austin, Carberry, Pipestone, Swan Lake, Belmont, Baldur and Blyth. On the whole the meetings were fairly well attended. The subjects under discussion at all the meetings were tree planting and the proper preparation of the soil previous to planting, outlining the Dominion government co-operative scheme and distributing circulars. These meetings appeared to be appreciated by those present, judging by the number of questions that had to be answered. At the close of the series of Farmers' Institute meetings assistance was given in the distribution of circulars and advice in tree planting to visitors at the Brandon and Winnipeg fairs, where a forestry exhibit was shown which attracted great attention. After this I again took up the work of inspecting the farms and advising applicants for planting in 1902 and getting agreements made out and signed. Up to the present time 91 farms of intending planters have been examined and the necessary agreements made out.

With reference to the work as a whole and the general view taken of it by our people, I note that the scheme is universally looked upon with the greatest favour. The people throughout all sections of the province approve and heartily endorse it, and only regret it was not brought into existence sooner. One thing noticeable among our people is their growing anxiety for trees. New houses and new barns are being built in all parts of the province to replace those first put up, and trees are wanted to shelter and adorn these permanent buildings; hence the demand for your agent to advise regarding the varieties to grow, the proper cultivation and the laying out of the grounds for trees around these new buildings on farms where not a single tree was ever planted. It is noticed that in a good many cases the advice as to laying out and proper management of windbreaks is as much appreciated as the giving of the plant material. Where planting has already been done the mistake has been made in the majority of cases of planting too close to the buildings. It is difficult sometimes to convince parties of the future dimensions of the trees and the advantage of having the trees at a proper distance in order to avoid deep snowdrifts around the buildings in winter. In all advice given this point is never lost sight of.

As to the future of the scheme. It will without doubt grow to large dimensions as it becomes better known. Even at the present time but a hazy idea of the scheme prevails with the majority of our prairie farmers. There are already 423 names on the list of applicants, and the number is increasing daily. In a short time it will tax all the powers of the Forestry Branch to meet the demands upon it.

I have the honour to be, sir,
Your obedient servant,

A. P. STEVENSON.

APPENDIX No. 3 TO THE REPORT OF THE SUPERINTENDENT OF FORESTRY.

REPORT OF HOMESTEAD INSPECTOR J. W. THOMPSON.

RIDING MOUNTAIN TIMBER RESERVE,
MINNEDOSA, September 11, 1901.

Mr. E. STEWART,
Superintendent of Forestry,
Ottawa.

SIR,—In connection with the work of the forest fire rangers appointed last spring, I beg to report that in this district the result has been very satisfactory. We had one fire which did a little damage on Clearwater creek, but outside of this I do not know of an acre of timber being damaged by fire on the timber reserve in my territory. Before the appointment of rangers a large quantity of timber was destroyed by fire each spring and fall. By keeping warning notices posted along trails and at stopping places and distributing copies of the Fire Act among the settlers, and by making frequent trips along the edge of the timber, the fire rangers are doing a great deal toward educating the people to respect the law. A great many see the necessity for protecting the timber, while others are deterred from setting out fire by the fear of punishment. In a number of cases the fire rangers were instrumental in having fires extinguished that were outside of but threatening the reserve. Owing to the very rank growth we have had this season, I am afraid we will have trouble with fire this fall, and I am urging extra vigilance on the part of our fire rangers, as 'an ounce of prevention is worth a pound of cure.'

Your obedient servant,

JOHN W. THOMPSON,
Homestead Inspector.

APPENDIX No. 4 TO THE REPORT OF THE SUPERINTENDENT OF FORESTRY.

REPORT OF MR. C. A. WALKINSHAW, FOREST RANGER.

TURTLE MOUNTAIN TIMBER RESERVE,
BOISSEVAIN, October 7, 1901.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I take great pleasure in reporting to you the success of our efforts this year in preventing fire from spreading in the Turtle Mountain timber reserve. During the months of April and May we found and extinguished fires on many occasions, and I cannot emphasize too strongly the necessity of keeping a patrol on the international boundary line, as fires are set out there by the settlers, and too frequently are allowed to spread. In this work I found my assistants invaluable. The fire break or guard, 100 feet wide, that runs from the northerly boundary of the reserve in a southerly direction to the international boundary, and which is seven miles in length, including Long lake, which is two miles long, has all been carefully cleared of stumps and underbrushed and ploughed, with the exception of three-quarters of a mile between Long lake and Lake Dromier, so that it is almost impossible for a fire that can run in the bush to cross it. This I think effectually protects the reserve from any fire coming from the west. The growth of the young trees this season has been a great surprise to me. Of course this has been a favourable year, owing, no doubt, to the great amount of rain that fell. I confidently believe that with anything like favourable weather in the future, providing the precautions for keeping out the fire are maintained, it will not be many years till we have another forest in the Turtle Mountain.

I find there is a growing interest taken in the protection of the bush by the settlers.

I am, sir, your obedient servant,

C. A. WALKINSHAW.
Forest Ranger.

APPENDIX No. 5 TO THE REPORT OF THE SUPERINTENDENT OF FORESTRY.

REPORT OF MR. THOS. YOUNG, HOMESTEAD INSPECTOR AND FOREST RANGER.

RIDING MOUNTAIN TIMBER RESERVE,
DAUPHIN, October 7, 1901.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I have the honour to report that I have had three forest fire rangers under my supervision during the past season. The district over which they ranged extends along the line of the Canadian Northern Railway from McCreary Station to the present terminus, Erwood, and their efforts were chiefly directed to the protection of the timber on and along the Riding, Duck and Porcupine mountains. Those rangers went on duty early in May, and remained at work until the early part of June, at which date there was a sufficient rainfall to prevent the running of forest fires. Their duties during the earlier part of May were confined to the posting of notices, cautioning the settlers of the district against letting fires run, and the distribution of copies of the Fire Act. This work was necessary on account of the district being unorganized, and being, on the whole, a scrub and bush country, which is being settled by a great number of people who have no knowledge of the danger as well as the destructiveness of forest fires.

Towards the latter part of May forest fires broke out along the north slope of the Riding mountains near Makinak, and another north and west of Ethelbert, on the east slope of the Duck Mountains. Ranger Porterfield, with a number of men, did good work in controlling the fire along the Riding Mountain, and in keeping it from spreading into valuable timber, but Ranger McDonald and his helpers found it impossible to accomplish much in the Duck mountains on account of the quantities of timber which had been killed by previous fires and which burned fiercely. In the Swan river district there were numerous local fires in the newly-settled localities, but Ranger Caverly reported no destructive fires. On account of the wooded nature of this district and the difficulty experienced in travelling over such a large area, I found that three rangers were not sufficient to protect properly the timber, especially in unorganized districts like the greater portion of Dauphin. A sufficient number of rangers, with the cooperation of the provincial and municipal authorities, will be necessary to keep under control settlers who are clearing their holdings, while travellers and hunters must be more closely watched.

I am, sir, your obedient servant,

THOMAS YOUNG,
Homestead Inspector.

APPENDIX No. 6 TO THE REPORT OF THE SUPERINTENDENT OF FORESTRY.

REPORT OF CROWN TIMBER AGENT AT NEW WESTMINSTER.

CROWN TIMBER OFFICE,
NEW WESTMINSTER, B.C., October 9, 1901.

E. STEWART, Esq.,
Superintendent of Forestry,
Ottawa.

SIR,—I beg to submit herewith a short report of what has been done under my supervision respecting the fire protection for this season, and the results of the working of the system of fire wardency.

As you are aware, seven wardens were appointed for the railway belt in the province of British Columbia, and six were actively employed in their various districts in looking after fires. The seventh, Mr. John D. Paris, was not able to give the amount of time required of him during this season, and no other man having been appointed in his place, I took upon myself the duty of looking after Mr. Paris' district, during the time he was off duty.

In Mr. Paris' district two extensive fires occurred on worked-out timber berths, one of which, on Berth T, was easily extinguished by the prompt action of Fire Warden Paris before any serious damage was done, but a considerable quantity of useful timber was destroyed, and the fire is attributable, from all the information I can gather, to sparks from a locomotive of the Great Northern Railroad. However, we have no clear proof of this.

Another fire occurred on the Semiahmoo trail, which passes through timber berths Q and B, but occurred in the worked-out portion of the limit, therefore not destroying any valuable timber. This fire was set out by tramps. I may say in this connection, that the fire fought at Semiahmoo trail was not allowed to cross the trail, and, therefore, did not do any damage to merchantable timber or the unworked portion of the timber berth. You having personally visited the scene of both fires can bear out this fact.

The fires in the Chilliwack district, which was under the supervision of Mr. Ball, were mainly caused by settlers in the actual clearing of land, and were very well looked after and did not do any damage, excepting the fire at Slesse Creek, of which I give you an extract from Mr. Ball's report:—

'I beg to report having returned from an extended visit of the districts of Mt Baker and Cultus valley. I very strictly investigated the burning of Slesse Creek bridge, which crosses the Chilliwack river about 14 miles up from Vedder bridge, and I have no hesitancy in saying it was entirely due to carelessness on the part of the person who set fire to some slashing on the south side of the river and then left it; it has not done very much damage to the big timbers, except causing considerable annoyance by destroying the trail by fallen timbers. I travelled south from the bridge two miles and the fire nearly all burned out, and the rainy day which followed last Thursday happily would quench it all, I think. I tried to find out who fired the slashing, and, from information I could gather, it was a packer who did it in passing to Mt. Baker mines, but the stringers of the bridge were not burnt beyond using again.'

You will see, by this extract from the report, that very little damage was done to the large timber. The fire was caused by prospectors on their way to Mount Baker, and while mentioning this fact, I would respectfully suggest that the government of British Columbia be requested to make the laws regarding the indiscriminate setting out of fires by prospectors more stringent, and that a term of imprisonment be added

in default of payment of fine, as it is impossible to collect a fine from tramps, who are utterly destitute.

A fire occurred about August 28 on the Similkameen trail near Hope. This fire, while not destroying any large timber, burnt a very considerable quantity of young timber, which was springing up in that district. This country has been burnt over several times, the last big fire occurring there about six years ago, in which a very considerable quantity of timber was destroyed. With regard to this fire, I quote you the following extract from Mr. Eastman's report:—

'August 28-30. Travelled to Hope, crossing the Fraser. Found fire on the Similkameen trail at the "Mule Shoe Bend," left bank of the Coquhalla, this fire was burning among young timber that will be of great value in the future. I got the assistance of E. Purnaby and we succeeded in confining it by back firing and trenching, and cutting down the burning brush and putting out the fires in them. I left Purnaby watching this fire after we got it surrounded, and took two men, Ryder and Beers, up the trail to "7 Mile" on the Nicolum. I found here a very heavy fire burning on the mountain side. This country has been burned over many times. The last fire I should judge would be about six years ago. The large timber on this mountain, besides being mostly fire killed, is of no commercial value. The mountain is about 4,000 feet in height and very precipitous. I did not attempt to stop this fire, it being impossible to get near to it for falling trees and rocks rolling down. In any case the mountain is so precipitous that men could not get about readily or with safety. I succeeded in cutting the fire off to the south by back firing and trenching. The loss in the fire at Mule Shoe Bend is about three acres of fir and cedar, from 1 inch to 12 inches in diameter, burned over but not all destroyed. The larger trees being left will, I have no doubt, re-seed the ground. There is no commercial loss on the Nicolum. The mountain side will re-seed and grow up again. I employed Sam. Ryder and John Beers two days each. You will please to find their accounts with this. Ed. Purnaby is still watching the fire at Mule Shoe Bend until it is completely burned out. I will forward his time in due course. I could not find out what caused the fires, but surmise it to be packers or prospectors. The country is so dry here that a match carelessly thrown down would set the whole country ablaze.'

I may also say that, from Ruby Creek to Lytton, along the line of the Canadian Pacific Railway fires had burnt amongst small brush and timber along the track, which could not have been set out other than by the locomotives, but fortunately did very little damage, as a rain coming on quenched them all, but I would ask that something be done to prevent this state of affairs with respect to sparks from locomotives.

Considerable fires occurred at Notch Hill, Eagle river, and on the Columbia river, north and south of Revelstoke, regarding which I inclose you a report from Mr. D. J. McDonald, the assistant Crown Timber Agent, which fairly describes the amount of work done and the work of the wardens with regard to these fires. I am making a trip over the upper country very shortly, and, if necessary, can furnish, from personal inspection, a supplementary report of the fires in question.

I may say that I consider the work done by the fire rangers during the past season to have been very efficacious, not only in putting out fires, but largely in preventing fires, as they impressed upon the settlers the necessity of being very careful in burning slashings, &c., and had it not been for the fire guardians, who looked after the fires thoroughly, a very large quantity of timber would have been destroyed, but I consider that more wardens should be appointed for another season, and I would respectfully suggest that the number be increased by at least four, as I consider that it will pay to have them on.

In conclusion, I might add that the past season has been very dry, scarcely any rain having fallen from early in June until the end of September.

I am, sir, your obedient servant,

JAMES LEAMY,
Crown Timber Agent.

APPENDIX No. 7 TO THE REPORT OF THE SUPERINTENDENT OF FORESTRY.

REPORT OF ASSISTANT CROWN TIMBER AGENT AT KAMLOOPS.

DEPARTMENT OF THE INTERIOR,
DOMINION LANDS OFFICE,
KAMLOOPS, B.C., October 5, 1901.

JAMES LEAMY, Esq.,
Crown Timber Agent,
New Westminster, B.C.

SIR,—I beg to report that fires in the Golden division of the Kamloops district, did not amount to anything on account of several rain storms east of the Selkirk mountains. In the Revelstoke division it was very different regarding rain, and it appeared at one time that the whole country was on fire, however, it did not turn out so bad as at first anticipated. The fires north and south of Revelstoke would have done, no doubt, a great amount of damage, had it not been for the men employed by the fire rangers, who fought the fire by way of cutting ditches through the moss and fire brakes through the timber; one ditch north of Revelstoke had to be cut almost two miles long to prevent the destruction of timber berth 73. The fires south of Revelstoke were kept under submission by much the same means as the fires north of that place.

The Clanwilliam fire was so fierce that nothing much could be done with it; however, it did not do much damage, more than destroy a small growth, which was of no commercial value on account of the location being very rough and precipitous.

The fires at Notch Hill and on the Eagle river were handled in much the same way as the Revelstoke fires, and gave a lot of trouble and work to prevent the merchantable timber from being burnt up.

I am unable to say at present the amount of merchantable timber destroyed, but from what I can gather the amount will be small. Of the origin of the fires that we had to contend with, 90 per cent are attributed to the negligence of the Canadian Pacific Railway Company, in connection with their locomotives, which were not equipped in accordance with section 7 of the Fire Act, province of British Columbia. Of the balance of the fires 30 per cent have been started by prospectors and settlers.

I am, sir, your obedient servant,

D. J. McDONALD,
Assistant Crown Timber Agent.

LIST OF PLATES ACCOMPANYING REPORT OF THE SUPERINTENDENT OF FORESTRY

No.		Page.
1	Plantation Set Out under Government Co-operative Scheme	27
2.	In Stanley Park, Vancouver, B.C.	29
3	Arbutus or Madrona Tree	31
4	Dominion Forestry Exhibit at the Brandon Fair	33
5	In the Rocky Mountains, near Lake Louise	35
6	In the Cypress Hills in Western Assiniboia	37
7	View of the Prairie, with Rocky Mountains in Distance	39

Plate No. 1.

Plate No. 2.

Plate No. 3.

Plate No. 4

Dominion Forestry Exhibit at Brandon Fair

Plate No. 5.

In the Cypress Hills in Western Assiniboia.

Plate No. 7.

PART IX.

YUKON TERRITORY

YUKON TERRITORY

REPORT OF THE COMMISSIONER.

DAWSON, Y.T., October 10, 1901.

Hon. CLIFFORD SIFTON,
Minister of the Interior.

SIR,—I have the honour to submit the annual report of the Yukon Territory for the year ending June 30, 1901.

It may be said with perfect confidence that the progress of the Yukon Territory during last year has been of a very satisfactory character. The evolution from an uncertain, unstable and excited mining camp to a steady, permanent and prosperous community has proceeded in a rapid and striking manner. Gold is still, as it probably will continue to be, as long as the Yukon lasts, the chief product of the country. Copper has been discovered over a considerable extent of territory, and there is reasonable hope that its mining and smelting will develop into an important industry. Profitable working of copper will depend upon many circumstances, and to some extent, on the continuance of the gold production, since this will insure permanent settlement of the country and aid in cheapening all the essentials required in producing copper. Coal has also been discovered, and is now being regularly supplied in Dawson and other parts of the territory. While the quality as yet is not of the highest, the coal is still a most valuable addition to the resources of the territory. The enormous quantity of wood required for heating purposes during the long winter season, and the still larger amount regularly consumed in thawing ground and furnishing power in connection with mining operations have occasioned alarm lest the somewhat meagre supply would be too rapidly consumed. The present supply of coal seems to remove to a great extent the danger from the failure of wood, and the demand on wood will be still further reduced if the water supply can be applied in such a manner as to make more general the hydraulic method of mining. It is now well established by a number of examples that frozen earth and can be disintegrated by water alone. The general application of steam to thawing the ground has also largely reduced the quantity of wood consumed, as compared with that required in the old method of direct application of burning wood to the ground.

With regard to the production of gold, I look with great confidence to its continuance for many years. The great requirement now is cheapening of transportation facilities. Every reduction in freight rates, every reduction in the cost of living in the Yukon Territory makes possible the introduction and operation of a higher class of machinery and cheaper production of gold. At the present time ground that could not be worked at a profit a year or two ago can be successfully mined. Every change that lessens the cost of production increases the area for profitable working. It is confidently anticipated that large areas which have already been mined to the full extent that they profitably could be at the time they were mined under then existing conditions, can soon be wholly reworked at handsome profits. Transportation has been the serious obstacle to deep mining. The expense, not only of getting things into the country, but of moving them from one place in the country to another has been enormous. Many instances can be furnished where three, four, five and even ten times the

cost paid for an article at Vancouver or Victoria has been paid for getting that article into position on some mining claim twenty or thirty miles from Dawson. The companies employed in freighting goods to Dawson went to large capital expenditure firmly convinced that they were taking great risks and under the impression that the life of their business would be very short, and that the only chance of getting any profit from their investments was by charging rates that would bring back such capital and profit within a very short period. That period has elapsed and much of the capital has been realized, and, I believe, these companies are now satisfied that their business is assured for many years and will act accordingly, both in their own interest and in the interest of the country. I firmly believe that a reduction of freights to what would be deemed reasonable rates in the other more expensive parts of the continent would result in such a volume of business as would benefit the companies and produce a development in this territory of the most extraordinary character. I have endeavoured to aid in the cheapening of transportation within the territory by providing for the expenditure of every available dollar upon the construction of a system of roads connecting all the important mining creeks with Dawson, which is the centre of supply for the territory. The road construction has been mapped out on a large scale with the view of having each year's operations tend towards completion of a general system calculated to meet to the fullest possible extent the wants of the people.

No one can have spent a season in Dawson without realizing the existence of unmistakable signs of permanency. Not only does a general air of prosperity and confidence pervade the whole business community, but the surest steps are being taken to insure a continuance of good times. When one finds men of as wide business experience as any on the continent, and hundreds of intelligent and competent mining men all over the gold producing districts bringing in boilers and machinery to such an extent that for months the streets are obstructed by them, and hastening to erect plants upon their claims; when steady, calculated business methods supersede the former makeshift ways; when mine owner after mine owner declares that already in sight is dust to occupy years in working, and when it is recognized that although Eldorados are not struck every day, or more than once in a life time, yet daily there are being disclosed enormous tracts of good paying ground; and when in addition there is every indication and prospect of early development of quartz mining, it is not difficult to find justification for the faith which is found here wherever one turns in the resources of the country. One stamp-mill has already been erected in Dawson, and another is in course of erection. These facts indicate the hopes created by recent quartz finds.

Under a conservative assessment made this year, land in Dawson was valued at $1,946,490 as compared with $1,107,330 last year. Improvements in the shape of buildings on land were valued at $2,342,850 as compared with $1,487,580 last year. Personal property was assessed this year at $8,346,000. It is not possible to compare this item with the former year, because the volume of business and not personal property was then assessed. Income this year was assessed at $1,467,200 as compared with $1,448,100 in the former year. It must be remembered that this includes Dawson alone, and does not include a foot of ground that is at present gold producing.

Dawson has this year a total assessment of $14,102,540. The city has increased surprisingly in private buildings. The government, recognizing the indications of permanency and to assist in it and enable the better discharge of the duties of public offices, has erected a fine post office, a court-house, an administration building, and a school-house. All these buildings are splendid works, and would do credit to any city of a population of fifty thousand. A new residence for the Commissioner of the Territory has also been built. The private enterprise displayed in Dawson has fully justified the government's action.

Dawson has now advanced to such an extent as to make it advisable to grant it a charter of incorporation and the management of its own municipal affairs. The citizens generally, I believe, approve of a scheme of incorporation, to which legislative effect will shortly be given. The city will commence its corporate life well supplied

with good school houses, thoroughly equipped and its cars best running under new streets, not yet quite perfect, but still vastly improved on what was enjoyed or lived for a year ago, with a fire department well supplied with engines and the usual paraphernalia, including an alarm system which is now being installed, with a private water company supplying pure water, summer and winter, with a private company supplying lighting streets and houses with electric lighting, and in fact with most of the usual possessions of newly incorporated communities.

The Yukon council will be relieved of much purely local business by the creation of the corporation, and being thus required to meet less frequently, will be able to give more time and attention to territorial matters of a more general character. Both White Horse and Grand Forks are seeking to obtain some control of local affairs, which will be granted either by bringing them under the Yukon ordinance relating to incorporated towns, with a view to early incorporation, or by immediate incorporation. These two towns have shown considerable improvement and exhibit great enterprise. In other places, too, improvements may be noted. On many of the creeks the mine owners are providing for their workmen more convenient and comfortable quarters. Hotel accommodation is improving, and as Gold Run, Monte Cristo & White have erected an hotel which would do no discredit to any town of five thousand inhabitants. Stage lines run daily from Dawson to the principal creeks, and bring their inhabitants the advantages of letters, newspapers, &c.

Dawson has no need to be ashamed of its newspapers. There are three issued daily. Each has typesetting machines, all round mails twice most days, and indulge at times in clever and amusing cartoons. They are well supplied with news, and conducted with enterprise, spirit and general good sense.

The climate of this country has indeed surprised me. I have not yet experienced a winter here, but am quite convinced from the numerous experiences to which I have listened that much of the winter weather is trivial and most agreeable, and that the really severe, cold weather is only for a brief period. Six months of this year I have experienced, and do not think a more charming climate can be found than has been enjoyed here for most of that time. The flowers of Dawson and the country are simply superb. Many vegetables grow to as great perfection as in any other part of Canada. Potatoes, cabbage, cauliflower, turnips, lettuce, celery, &c., &c., have been produced this year of splendid size and quality. Specimens were sent to the Victoria Exhibition.

I cannot conclude this report without reference to what is justly a source of constant pride and satisfaction to all Canadians. I refer to the freedom of the Yukon Territory from crime, and particularly from crimes of a violent character. It is universally conceded that in this respect it is unique among mining camps. To what causes has it been brought about that, in one of the richest mining camps in the world, with a population drawn from all quarters of the world, and among whom are to be numbered as bold and daring spirits as ever trod earth, a camp that at one time and another has been visited by the most desperate criminals of the day, and where the richest prizes tempt to crime, there is yet as perfect confidence in the security of personal property as can be found in the oldest and most staid communities of the east? To-day, as for several years past, men travel the loneliest trails, barefoot themselves with pokes of gold, or with horses and mules literally burdened, without guard and without even being armed. This is no fancy picture. This is no story of a single instance, it is the usual daily occurrence during the whole time that gold is being cleaned up. Dawson and the other towns in the territory are not perhaps as free from observance of religious rites as they should be, but at any hour of the day or night one is perfectly secure in any part of them.

The great cause that has produced this excellent condition is the splendid work of the officers and men who have represented the Northwest Mounted Police in this territory from the first. They enforced order with strong and just hands; they became a terror to evil-doers, and a strong defence to the law-abiding and well disposed. At first they were only a handful, but courage and firmness made up for lack of numbers.

The rough and vicious element that too frequently dominates mining camps, particularly in their early stages, never gained control here. For a time the force supplied not only police protection to the people of the territory, but acted as arbitrators, assessors, judges and administrators, and gave satisfaction in the exercise of every function. Numerous instances can be given where a private member of the force settled disputes involving thousands of dollars, and settled them finally, and with never an imputation on the disinterested impartiality of the decision. It is and will be, I believe, one of the proudest distinctions of the North-west Mounted Police force that it discharged with credit its manifold duties in all the various phases of the life of this community. It adapted itself with vigour and determination to what was practically a condition approaching martial law, and with grace and promptness handed over to the civil power, as soon as the latter was ready to assume its exercise, those functions which, in the earlier days of the territory it had executed with so great virility and justness, and to the continued support of which it is lending its most efficient and satisfactory assistance.

I have the honur to be, sir, your obedient servant,

JAMES H. ROSS,
Commissioner, Yukon Territory.

No. 1.

FINANCIAL STATEMENT of the Gold Commissioner's Office from July 1, 1900, to June 30, 1901.

CREDITS.

Dawson Returns—

Free miner's certificates	$	[illegible]
Placer grants		[illegible]
Certificate of work—Placer		[illegible]
Certificate of partnership—Placer		[illegible]
Renewals—Placer		[illegible]
Assignments—Placer		[illegible]
Registered documents—Placer		[illegible]
Payment in lieu of assessment—Placer		[illegible]
Payment in lieu of assessment with certificate		[illegible]
Abstracts		[illegible]
Water grants		[illegible]
Relocations		[illegible]
Quartz mining grants		[illegible]
Quartz registered documents		750 00
Quartz certificate of work		637 50
Quartz Crown grant		1,088 00
Quartz certificate of partnership		[illegible]
Quartz payment in lieu of assessment		[illegible]
Hydraulics		[illegible]
Forfeited fees		1,240 50
Government mining sales		[illegible]
Surplus		[illegible]
Royalty		40,316 79
Infringement government mining		1,000 00
Sale government reserve claims		[illegible]
Amended applications		[illegible]
Court fees		[illegible]
		$ 449,861 46

Stewart River—

Placer certificate of work		[illegible]
Placer certificate of partnership		[illegible]
Free miner's certificates		1,010 00
Relocations		[illegible]
Placer mining grants		15,810 00
Quartz mining grants		[illegible]
Assignments		[illegible]
Renewals		[illegible]
Placer registered documents		[illegible]
Quartz certificate of work		[illegible]
Quartz registered documents		[illegible]
	$	19,286 30

Dunkerr—

Royalty	$ 41,671 53	
Free miner's certificates	5,216 00	
		$ 46,887 53

Kirkland—

Free miner's certificates	$ 405 00	
Quartz mining grants	375 00	
Registered documents	52 50	
Quartz certificate of partnership	2 50	
Quartz certificate of work	12 50	
		$ 847 50

Grand Forks—

Free miner's certificates	$ 20,508 00	
Royalty	392,326 86	
Inspection of work performed	30 00	
		$ 412,864 86

Dominion—

Royalty	$ 57,414 26	
Free miner's certificates	7,219 00	
		$ 64,633 26

Forty Mile—

Free miner's certificates	$ 740 00	
Placer mining grants	990 00	
Assignments	28 00	
Relocations	375 00	
Placer registered documents	80 00	
Renewals	30 00	
Quartz grants	10 00	
Placer certificate of work	4 00	
		$ 2,257 00

Dalton Trail—

Assignments	$ 4 00	
Renewals	45 00	
Free miner's certificates	30 00	
		$ 79 00

White Horse—

Free miner's certificates	$ 2,600 00	
Quartz grants	750 00	
Assignments	280 40	
Quartz certificate of work	732 50	
Registered documents	72 75	
Payment in lieu of assessment	400 00	
Certificate of partnership	10 00	
Placer mining grants	60 00	
		$ 4,905 65

Gold Run—

Free miner's certificates	$ 4,367 00	
Royalty	35,814 22	
		$ 40,181 22

SESSIONAL PAPER No. 25

Bedding—

Placer mining grants	$ 3,[illegible] 00	
Assignments	[illegible] 00	
Free miner's certificates	[illegible] 00	
Placer certificate of partnership	5[illegible] 00	
Renewals	[illegible] 00	
Placer records and documents	[illegible] 00	
Certificate of work	[illegible] 00	
Quartz grant	[illegible] 00	
Royalty	[illegible] 85	
Payment in lieu of assessment	[illegible] 00	
Water grants	[illegible] 00	
Rebates	[illegible] 00	
		$ [illegible]

Sulphur—

Free miner's certificates	$ [illegible] 00	
Royalty	[illegible] 88	
		$ [illegible]

Upper Stewart River—

Free miner's certificates	$ [illegible] 00	
		$ [illegible]

Lorne—

Records	$ [illegible] 50	
		$ [illegible]

Duty—

Receiver General	$[illegible]
Sculpin	[illegible] 27
Loss in assay	[illegible] 00
Loss to fire (Sulphur)	[illegible] 00
Loss to Laundry (Grand Forks)	[illegible] 00
Fees paid to Ottawa	[illegible] 00
Placer certificate of work	[illegible] 00
Assignments	[illegible] 00
Quartz mining grants	[illegible] 00
Placer mining grants	[illegible] 00
Relocations	[illegible] 00
Payment in lieu of assessment	[illegible] 00
	$[illegible]

J. LANGLOIS BELL,
Assistant Gold Commissioner.

REPORT OF THE COMPTROLLER.

No. 2.

COMPTROLLER'S OFFICE,
DAWSON, Y.T., July 15, 1901.

Hon. J. H. Ross,
Commissioner,
Dawson, Y.T.

SIR,—I have the honour to report that the work of my office during the fiscal year ending June 30, 1901, consisted of the following services:—

The disbursements under letter of credit account, Department of the Interior, amounted to $300,125.28. Monthly returns have been sent to the department with vouchers.

The accounts of all surveyors have been checked over and forwarded to the department.

Payments of royalty collected amounting to $592,660.98 have been made to me which have been deposited to the credit of the Receiver General, and the gold dust account adjusted with the bank under tender.

The returns from the Gold Commissioner's and the Crown Timber and Land Agent's offices were sent to me as usual, carefully checked over, and forwarded to the department each month.

I have acted for the Department of Public Works, examining all accounts for construction, maintenance, and repairs of public buildings, and countersigned cheques.

The sheriff's monthly returns have been made to me, checked, and the amounts deposited to the credit of the Receiver General, and statements sent to the Department of Justice.

The revenue and expenditure of the local government of the Yukon Territory have been received and disbursed through my office, and proper books and accounts kept, the revenue for the year being $434,926.59, the expenditure $412,931.45. Quarterly returns have been sent to the Auditor General with vouchers.

Eight wholesale liquor licenses were granted by the Commissioner of the Territory, in the month of June last, each holder of the same being allowed permits up to twelve thousand gallons. The following are the names of the firms to whom such licenses were issued:—The Northern Commercial Company, MacAulay Brothers, D. A. Ross & Company, Rosenthal & Company, North American Trading and Transportation Company, Lewin Brothers, T. O'Brien, and Lowe & Company.

All these firms imported into the territory the limit of liquor allowed under their respective permits, except Messrs. Lowe & Company, who only took in nine thousand nine hundred gallons.

All licenses under local ordinance, excepting liquor, have been issued from my office.

I have inspected the offices of the Department of the Interior as frequently as time would permit, and have reported to the department.

Your obedient servant,

J. T. LITHGOW,
Comptroller.

No. 3.

REPORT OF THE CROWN TIMBER AND LAND AGENT.

OFFICE OF THE CROWN TIMBER AND LAND AGENT,
DAWSON, Y. T., July 16, 1901.

Hon. J. H. Ross,
Commissioner,
Dawson, Y.T.

SIR,—In pursuance of your request, I have the honour to send you herewith a statement in duplicate showing the total amount of money received at this office, and at the various subagencies of White Horse, Fort Selkirk, Stewart and Forty Mile during the twelve months commencing July 1, 1900, and ending June 30, 1901.

These receipts, as you are aware, are divided into two branches: the Crown Timber Branch, which comprises the revenue from licenses for timber limits, royalty on operations of timber berths, Crown dues on house logs and cordwood, and seizures due on cordwood and timber cut without authority; Crown dues on hay permits and on hay and grazing lands; and the Dominion Lands Branch, which comprises the revenue derived from sale of Dominion lands, coal lands and town lots, also from leasing of Dominion lands and water front privileges, from survey fees paid with applications to lease or purchase Dominion lands, and revenue from the sale of maps of survey, and from registration fees of assignments of unpatented Dominion lands.

The revenue received at this office and at the several subagencies for the year, amounted as follows :—

1. From Crown Timber Branch	$ 78,180 72
2. From Dominion Lands Branch	63,430 65
	$141,611 37

The figures compared with the revenue received in the corresponding period of the year previous show an increase of $24,347.37 in the Crown Timber Branch, and a decrease of $4,214.50 in the Dominion Lands Branch. I must say, however, that there is at present due, owing and payable, since the 1st February last, the sum of $10,000 on account and last instalments on the purchase price of 1,040 acres of coal lands, which sum I expect to receive in a short time. I wish to remark that there is also due and owing nearly $5,000 for rental of water front privileges and water front lots, for the period ending April 30 last, which I expect to receive in a short time also.

I have thought it might interest you to know how much the subagencies have contributed to the total receipts, and to that end I furnish the following figures :—

Tagish or White Horse Agency—

1. From Crown Timber Branch	$5,052 50
2. From Dominion Lands Branch	726 91
	$5,778 91

Fort Selkirk Agency—

1. From Crown Timber Branch	$7,518 75
2. From Dominion Lands Branch	1,170 50
	$8,689 25

Stewart River Agency—

1. From Crown Timber Branch $4,510 50
2. From Dominion Lands Branch ....

(The agent has not been supplied with any forms of receipt for Dominion lands, as it is considered advisable that all payments for lease or purchase of Dominion lands within this agency should be made to Dawson office.)

Forty-Mile Agency—

This office was established only in February last, and the receipts reported up to June 30 last from

1. Crown Timber Branch are only $245 00

(The agent has not yet been supplied with any form of receipt for Dominion lands, it being desirable that all payments for purchase or lease of Dominion lands in that agency be made to this office.)

The receipts reported by the sub-agents aggregate..... $ 22,619 33
And the total receipts of the Dawson office 119,002 04

It will interest you, no doubt, to know the number of timber and hay permits represented by said returns and the quantities covered by same, which are as follows:—

TIMBER PERMITS.

Issued from.	No.	Cords Wood.	Hewn Logs. Lineal feet.
Dawson	377	41,507	20,010
White Horse	117	10,318	.....
Fort Selkirk	111	10,784½	6,726
Stewart	78	6,474	.....
Forty Mile	9	400	.....
	692	69,483½	26,736

HAY PERMITS.

Issued from.	No.	Tons.
Dawson	110	790
White Horse	10	38½
Selkirk	13	90
	133	918½

TOTAL RECEIPTS from Hay and Timber from June 30, 1900, to June 1, 1901

Months	Ground Rents	Rentals	Timber Dues	Mill Dues	Mill Rents	Hay Permits	Fines
1900	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.	$ cts.
July..							
August							
September	1,000 00						
October							
November.							
December							
1901							
January.							
February							
March							
April....							
May.....							
June....	500 00						
Totals.					265 25		

TOTAL RECEIPTS from sales of Dominion Lands from June 30, 1900, to July 1, 1901.

1900.	
July	
August	
September	
October	
November	
December	
1901.	
January	
February	
March	
April	
May	
June	
Total	$63,430 68

It will interest you also, no doubt, to know that applications for a total area of [illegible] square miles of timber berths were granted during the said period, and that the revenue from the several licenses of said berths during the said period [illegible] 1,000,000 feet B.M. of timber, representing a property of [illegible] per M., or $14,127.91.

Your obedient servant,

E. A. GOSSELIN,
Crown Timber and Land Agent.

No. 4.

REPORT OF THE REGISTRAR.

REGISTRAR'S OFFICE,
DAWSON, Y.T., July 10, 1901.

Hon. J. H. Ross,
Commissioner,
Dawson, Y.T.

SIR,—In answer to the request contained in your letter dated 9th inst., I have the honour to make the following report on the work of the Registry Land Titles Office in Dawson, for the year ending June 30, 1901, compared with same of previous year:—

Month.	No. of Documents Recorded.	No. of Certificates of Title issued	Fees Received.
1900.			
July	187	30	$ 964 00
August	199	47	567 15
September	251	61	739 00
October	181	38	525 86
November	118	36	328 85
December	53	7	152 95
1901.			
January	67	6	165 80
February	82	24	205 70
March	103	20	272 85
April	136	38	408 65
May	220	63	483 05
June	364	96	931 95
	1,961	466	$ 5,745 81
1899-1900.			
July to June	1,134	31	2,460 65
Increase	827	435	$ 3,285 16

Your obedient servant,

J. E. GIROUARD,
Registrar.

No. 5.

REPORT OF THE DIRECTOR OF SURVEYS.

SURVEY OFFICE,
DAWSON, Y.T., July 10, 1901.

Hon. J. H. Ross,
Commissioner,
Dawson, Y.T.

SIR,—I have the honour to submit the annual report of this office for the year ending June 30, 1901, as follows:—

In the spring of last year the only surveyor employed, locally, was Mr. P. T. C. Dumais, Mr. Gibbon being at that time absent on leave; there were only two draughtsmen employed in connection with the survey work of the territory; these officials were all directly under the control of the Commissioner, and no attempt had been made to organize a distinct survey office. In June of last year I arrived in Dawson under instructions from the Surveyor General to deal with the returns of all surveys as a basis as a basis for the issue of patents, and to organize a system of record for such surveys. After my arrival here I also undertook, at the request of the Commissioner, the examination of the returns of hydraulic, placer, and other surveys.

During the course of the year the necessity for a [illegible] staff, and for a properly organized survey office for the territory has become apparent. To handle the surveys of the territory effectively and economically directly through the Surveyor General's office at Ottawa has proved to be a practical impossibility, first on account of the distance from Ottawa, and consequent delay in dealing with returns, and secondly on account of the necessity for a constant and close touch between the survey office and the Gold Commissioner's and other offices here.

This office as now established must necessarily be for some time of an [illegible] nature, and until we are moved into larger and more convenient quarters, [illegible] able to fill the scope intended for it, but during the coming winter I think it will be possible to organize a thorough system of [illegible] surveys and survey records in such a manner as to be of permanent value to the department and the general public alike. In this connection I would strongly urge that arrangements be made that, upon our moving into new quarters, all original records of surveys in other offices, [illegible] of course than the lands [illegible] office, should be transferred to the survey office, copies or compilations being made as required for the other offices. It is [illegible] necessary in an office of this description to refer to the original records of previous surveys, and the searching of records by the public must be [illegible] hampered by having them deposited in the office where they are technically dealt with, and [illegible] misunderstood.

The staff of surveyors at present employed is as follows:—James Gibbon, D.L.S., who returned from Ottawa shortly before the close of last year, and who, during the winter made the survey, under instructions from the Commissioner, of a base line on Hunker creek and the subdivision and survey of part of Dominion creek. C. W. MacPherson, D.L.S., who accompanied me from Ottawa, and who employed the summer on surveys on the Yukon river. During the fall he made a survey of the base line on part of Livingstone creek, and in the winter performed surveys on Gold Run and other creeks. A. J. McPherson, D.L.S., who recently arrived from Ottawa. In addition to the above, two draughtsmen and a clerk are employed in the office.

The work of the surveyors on the staff must during the present season largely consist of surveys of placer claims sold at the auction sales last year; in addition to these surveys several new creek base lines are urgently required. All roads finally located and built should be surveyed at as early a date as possible, and during next winter it will be advisable to undertake a traverse survey on parts of the Yukon, Klondike, and possibly Stewart rivers. This survey while partly of the nature of an exploratory survey would differ from an ordinary exploration in that permanent signal monuments would be constructed at suitable points, and their relative position accurately determined. The necessity of such a signal system arises from the fact that owing to the nature of the country and to the isolated and scattered positions of the majority of the surveys, any attempt at a block township system is out of the question.

Besides the work of the surveyors on the staff, that of all the surveyors in private practice in the territory, of whom there are at present ten, is handled through this office. At present there is no manual of survey regulations specially issued for this territory. I have prepared a rough draft of such a manual, and intend during the coming winter to submit it for approval. Its publication I consider to be most desirable, on account of the fact that the majority of the surveys to be made here differ entirely in character and in the conditions under which they have to be performed from surveys required of Dominion land surveyors in any other part of Canada, but these same reasons make it equally advisable that no manual should be issued hastily or until the effect of the regulations it enforces has been carefully studied out.

During the last year the returns of survey passing through my hands for examination have included:—Group lots, 118, including 15 mineral claims (quartz). Townsite subdivisions, 4. Hydraulic concessions, 28. Placer claims (for advertisement), 80.

There is every indication that the number of surveys to be dealt with during the coming year will largely exceed these figures.

Your obedient servant,

C. C. CHATAWAY,
Director of Surveys, Y.T.

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